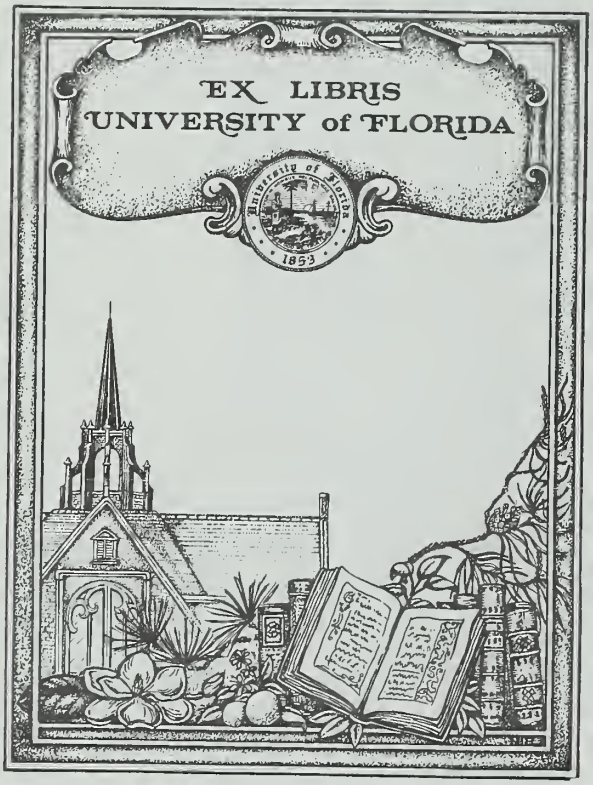

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ALL HANDS

MAGAZINE OF THE U.S. NAVY—57th YEAR OF PUBLICATION
JANUARY 1980 NUMBER 756

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Front: Old hands in new positions: SecNav Edward Hidalgo (left) and Deputy SecDef W. Graham Claytor Jr. Photo by Dave Wilson.
Inside Front: LT Phil Camp wins the Fourth Annual Marine Corps Marathon with a winning time of 2:19.35 for the 26.2 mile course. LT Camp is a flight instructor for VT-6, Pensacola, Fla. Photo by James Thresher, *The Washington Post*.

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Currents

Here's DEERS



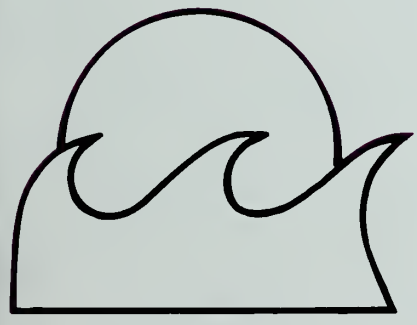
The Department of Defense is testing a system which will make health support facilities more available to legitimate users and provide information on which to base decisions on other human services and benefits. The Defense Enrollment/Eligibility Reporting System (DEERS)—a computerized system to verify eligibility of persons seeking health care from military medical facilities and CHAMPUS providers—will be tested in the Tidewater, Va., and North Carolina areas. The test will provide a large scale evaluation of the DOD-wide system. Army, Navy, Air Force and Marine Corps facilities, as well as several other federal agencies will be involved. The system is designed to accomplish two goals. First, it will aid medical service providers in increasing availability of services by preventing fraudulent use of support facilities. Secondly, the data gathered by the system will provide an accurate information base on which decisions can be made concerning resource planning for such facilities as housing, medical care, education, exchanges and commissaries. Zip codes in the Tidewater areas of Virginia and North Carolina to be included in the test are: (Three digit prefix codes) 224XX, 225XX, 227XX thru 241XX, 245XX, 276XX thru 279XX; and five digit zip codes 27501 thru 27511, 27514, 27520 thru 27526, 27529, 27536, 27540, 27541, 27543 thru 27546, 27549, 27551 thru 27553, 27556, 27559 thru 27560, 27562 thru 27565, 27570 thru 27573, 27576, 27577, 27581 thru 27584, 27587, 27589, 27591 thru 27594, 27596 and 27597. Active duty and retired Navy members will be enrolled automatically by computer based data. Enrollment of other persons eligible for medical care will require submission of a new application for uniformed services identification and privilege card (DD Form 1172). Active duty Navy members in the test area will submit new DD 1172 forms listing all dependents including children under 10 to their own personnel office or personnel support detachment. Retired members with dependents in the test area will submit the same forms to the Naval Reserve Personnel Center for verification and DEERS enrollment. Local Navy commands will not be able to verify forms for dependents of retirees, but may assist these persons in completing required forms. An extensive direct mail campaign will be undertaken by the Defense Manpower Data Center, Monterey, Calif., to inform retired Navy members, and by the Naval Military Personnel Command to inform survivors and other beneficiaries of enrollment requirements, and to provide forms and instructions. Military medical treatment facilities in the test area will begin random eligibility checks for a 90-day period commencing Feb. 1, 1980. Persons who have not enrolled under DEERS may experience delays checking into facilities for treatment during the test period. Tidewater area commands are currently gearing up to provide extensive information concerning the new DEERS program. NAVOP 161/79 and ALMAR 170/79 provide additional details.

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Trident Submarine Base Swaps Oil for Coal

Americans have been asked to substitute coal for oil, and the Navy is. The main support area steam plant at Naval Submarine Base, Bangor, Wash., switched from burning oil to coal on Oct. 1. The plant is now one of only three Navy steam plants fired on coal, with the other two being located at Naval Shipyard, Charleston, S.C., and Public Works Center, Norfolk, Va. The plant had been using oil before the switch, because operating on coal with a low steam output would not have been energy efficient. But with growth of the base, the boilers are called on to produce more steam—enabling the switch to coal. The two boilers in the steam plant are each capable of producing 60,000 pounds of steam per hour. Their combined production capability equals the output of 10,000 heaters of the size used in an average three-bedroom home. When the base becomes fully operational in about 1988, the steam plant will produce one million pounds of steam per day for heating and industrial uses. The switch will result in savings of $850,000 and 1.7 million gallons of precious fuel oil annually. Using coal will not pollute the air surrounding the base either, as the plant is equipped with electrostatic precipitators which remove pollutants from the exhaust gases of the plant.

Fewer "Pit Stops" for Navy Ships



Gasoline is more expensive. Cars are getting smaller. Speed limits are being rigidly enforced. Utility costs are soaring. Insulation and other conservation measures are being installed in millions of homes throughout the country. These responses to energy supply and price problems aren't stopping on the coasts of the United States. They are having a ripple effect throughout the Navy and its ships at sea. The *Spruance*-class destroyer USS *Arthur W. Radford* (DD 968) was recently awarded the FY 78 Secretary of the Navy Energy Conservation Award for small ships. *Radford* reduced fuel consumption by taking several steps. First, steaming with a trail shaft technique—with one screw being driven while the other was allowed to "windmill"—contributed to significant fuel savings. This method is especially useful for gas turbine power ships that can bring a power plant on line in only minutes. This fuel saving method was first demonstrated by another *Spruance*-class ship, USS *Hewitt* (DD 966), during tests off the West Coast. According to NAVSEA findings of these tests, trail shaft operation used 20 percent less fuel throughout the single shaft speed range than during normal split plant operations. As an additional benefit, trail shaft operation permits better planned maintenance in the idle engine room, contributing to a more efficient 3-M program. Other measures, such as cross connecting the fire main to the seawater service system to eliminate a 60-KW load on the gas turbine generator, and increased crew awareness of energy usage also contributed significantly to fuel conservation aboard *Radford*. The latter efforts on crew awareness allowed a 5 percent reduction in fuel usage by ship's turbine generators. USS *Radford* will receive a plaque commemorating these energy savings and proudly fly the energy conservation flag.

Is the Next Trip Really Necessary

The FY 80 Continuing Resolution recently passed by Congress directs a reduction of $300 million for travel and transportation by Defense Department activities. ALNAV 097/79 calls attention to these reductions saying they could dictate decreases of as much as 15 percent in travel and transportation funds. Although it will be at least another month before the effect of these reductions can be determined for every activity, the ALNAV points out that to delay restraint of travel and transportation will only aggravate the problem when its full impact is finally felt.

FY 80 Fleet "A" School Slots Announced

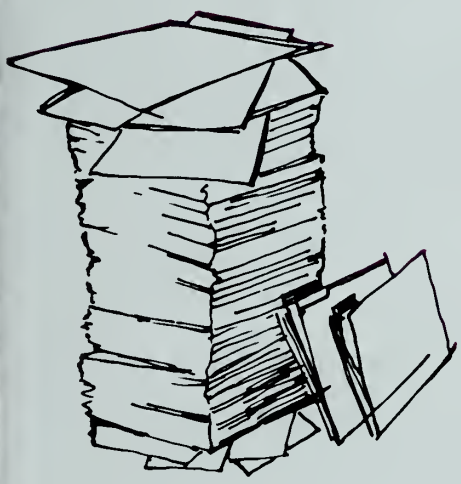
More than 7,700 assignments for "A" school seats are in addition to those designated for recruits just entering the Navy. The availability of seats varies with different ratings, and reflects the Navy's requirements for trained personnel in critical ratings. Complete details on availability of "A" school slots—broken down by ratings, months and male/female requirements—are contained in NAVMILPERSCOMNOTE 1510 of Oct. 12, 1979.

Trident I Operational



"The USS *Francis Scott Key*...equipped with the *Trident I* missile...recently began her first operational patrol." With that announcement to the Senate Armed Services Committee by Secretary of Defense Harold Brown, it was disclosed that the 4,000-nautical-mile-range *Trident I* (C 4) missile has joined America's deterrent force of fleet ballistic missiles. USS *Francis Scott Key* (SSBN 657) is the first of 12 *Poseidon* submarines to be backfitted to utilize *Trident I*, that has approximately twice the range of *Poseidon* (C 3). The first *Trident* submarine—USS *Ohio*—that will carry 24 *Trident I* (C 4) missiles instead of the 16 missiles carried by the backfitted *Poseidon* submarines, was launched in April, and will enter active fleet service in late 1980. The Navy's fleet ballistic missiles program became operational in November 1950 when the first *Polaris* (A 1) missiles went to sea aboard USS *George Washington* (SSBN 598). Since that time the sea launched ballistic missile force has been progressively modernized by introduction of *Polaris* (A 2) (now retired), *Polaris* (A 3) and *Poseidon* (C 3) missiles. The range of the newest *Trident I* (C 4) missiles allows strategic submarines to patrol in areas 10 times the size of those available to *Poseidon* equipped submarines. Introduction of *Trident I* has been recognized by the awarding of the Navy Unit Commendation to all who served with the Strategic Systems Project Office from October 1973 to October 1979. In addition, project director Rear Admiral Robert H. Wertheim was awarded the Distinguished Service Medal. The awards noted that the *Trident*'s development had been completed within 6 percent of the initial cost estimate with unit production cost below the design-to-cost figures.

Official Personnel Record Copies Available



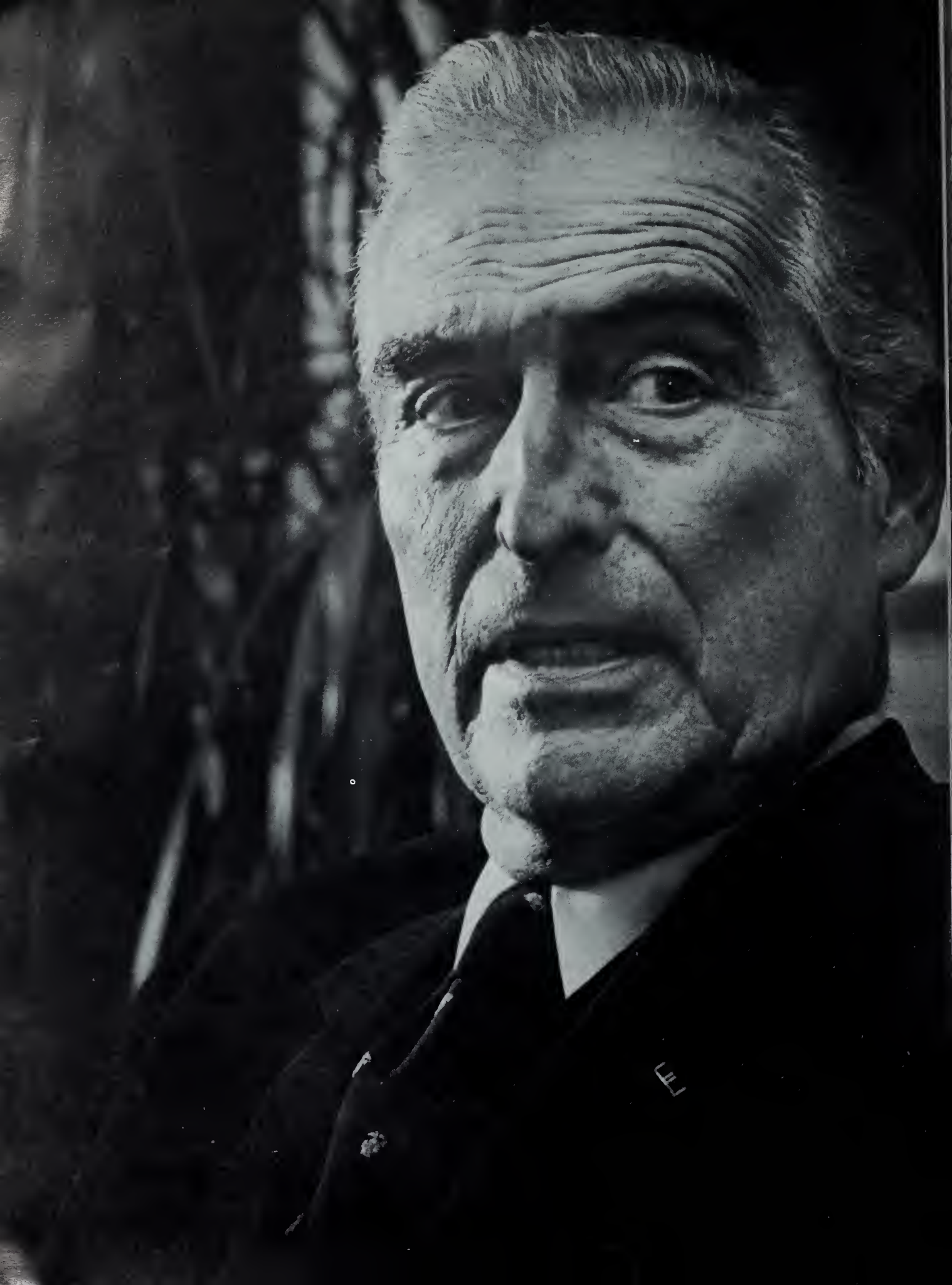
The Commander, Naval Military Personnel Command (CNMPC) has recently completed transfer of official paper service "jackets" to microfiche. In addition to vastly simplifying storage and retrieval problems, the new system makes it possible to reproduce copies of service members' Navy records for their personal use. Copies of the microfiche records are available to any member free of cost. The reproductions can be read either on conventional microfiche readers found throughout the fleet, or with special hand-microviewers available from CNMPC for a nominal fee ($2.50). This service is limited to those people whose records are maintained by CNMPC in Washington—active officers and enlisted personnel of the Regular Navy, reservists serving on active duty, and participating inactive Naval Reservists up to six months after retirement, discharge or transfer to the fleet reserve. Interested persons may request copies of their records by writing to: Commander, Naval Military Personnel Command, Navy Department, Washington, D.C. 20370 (Attn: NMPC-312). Telephone and third party requests cannot be honored. The written request must bear: full name, signature, rank or rate, social security number, duty status (active, inactive), current military or civilian address, as appropriate, and, if a hand-microviewer is desired, a $2.50 check or money order payable to the "Treasurer of the United States." Do not send cash. Requests are handled on a first-in, first-served basis, with an anticipated response time of four to six weeks. For further details, see NMPC Notice 1070 of Oct. 10, 1979.

PACE Schools Named

Program for Afloat College Education (PACE) contracts for FY 80 have been announced by the Chief of Naval Education and Training. The schools selected will provide post-secondary education aboard U.S. Navy ships, teaching academic and vocational-technical classes. The schools named are: Florida State University, Tallahassee, Fla.—to teach academic courses for college credit aboard Atlantic Fleet ships. City Colleges of Chicago, Ill.—to provide vocational-technical courses for sailors aboard Atlantic Fleet ships. Chapman College, Orange, Calif.—for academic courses for college credit to be taught on Pacific Fleet ships. San Diego Community Colleges, San Diego, Calif.—teaching vocational-technical subjects aboard Pacific Fleet ships. Information about the PACE program is available from Command Education Service Officers (ESO), the nearest Navy Campus for Achievement (NCFA) Office, or Chief of Naval Education and Training (Code N-11), AUTOVON 922-1752.

In Brief . . .

NAS Chase Field Tops at Conservation. . . .Naval Air Station, Chase Field, Texas, has been named recipient of the Secretary of Defense Natural Resources Conservation Award for 1978. The award recognizes superior efforts during a three-year period.



Secretary Hidalgo

"Without leadership, there is no guidance..."

There is an air of confidence about him that pervades the room and touches on all present. And well there should be—fate has been preparing Edward Hidalgo for his present position for the past four decades.

One cannot say just when that course in his life became clear, as far as the Navy is concerned. Certainly it wasn't clear in 1942 when he entered the service as a junior officer, nor was it clear at the end of that conflict when he served under Secretary of the Navy James Forrestal in Washington.

Still, today he sits in Forrestal's old office with a portrait of that man behind him. Fate? Design? Who can say what brought Edward Hidalgo to his present station in life?

All that is really clear is that this distinguished American of Mexican birth is the present Secretary of the Navy, having relieved his lifelong friend, W. Graham Claytor Jr. when Secretary Claytor was chosen recently to become the Deputy Secretary of Defense.

"I'm deeply grateful for the experience of the last two and a half years (as Secretary of the Navy for Manpower, Reserve Affairs and Logistics) because it permitted me to see the Navy, in my third visitation, from a different perspective.

"Now, I'm seeing it again from a slightly different one."

A distinguished international lawyer who has practiced in New York, Washington, Mexico City and Paris, the new secretary states that he would like to take advantage of his experience to improve the Navy's business relationships with the private sector. Such relationships, he said, are "critical and vitally important."

His "aims and objectives" include making every effort to improve the general morale of the Navy. He also wants to meet with the nation's lawmakers as often as possible. "I think they have to understand our problems or else we're not doing our job."

Secretary Hidalgo wears a bronze star lapel pin, an outward sign of the inner pride he feels toward his World War II service which he calls "an unforgettable chapter" of his life. He was 29 years old in 1942 ("I was too old to be young and too young to be old") when nothing would do but to leave the New York law firm he was working for and don a Navy uniform.

"I thought this was something I had to do," he said. "I had come from another country. I received a lot of benefits, along with some of the difficulties that life, in general, presents. This was something that needed recognition for my own satisfaction."

It wasn't long before he was a junior officer attending the Air Combat Intelligence School, then at Quonset Point, R.I., which he called "a superb organization." Following completion of the course, he was assigned to a night fighter squadron and wound up at Barbers Point, Hawaii. By late 1944, his squadron joined Air Group 90 and went aboard the carrier *Enterprise.*

"We participated in the Lingayen invasion in the Philippines and then made a detour down to the South China Sea where we attacked targets in Saigon and Cam Ranh Bay.

"In early '45, we launched a strike on Tokyo and we thought we'd have huge losses—at least very substantial ones. It didn't quite work out that way.

"It was off Okinawa, supporting the invasion there on May 14, 1945, that we took a kamikaze right on number



Above: The carrier Enterprise *under attack in May 1945. Right: Secretary of the Navy James Forrestal, under whom Edward Hidalgo served as a special assistant.*

one elevator. It caused understandable havoc to the ship and to the officers and men. That was early in the morning. We were then a wounded pigeon, so we underwent many more kamikaze attacks that day but none was successful."

Upon arrival in the States he was detached from the *Enterprise* to serve several months with the Ferdinand Eberstadt Committee. The Eberstadt Committee was commissioned to look into the feasibility of combining the armed forces, which Secretary Forrestal was somewhat reluctant to do—based on the committee's findings. The result, which some considered to be a compromise, was the formation of the Department of Defense. Mr. Forrestal later became the first Secretary of Defense.

Secretary Hidalgo, upon completion of the Eberstadt Committee's work, joined Secretary Forrestal's staff as a special assistant. "Secretary Forrestal was an inspiration to me," he said. "I have vivid memories of many of the things he did which I considered vital to the Navy at that time and I think they are still relevant today, in very different circumstances, of course. Peacetime is one thing, wartime is another.

"No doubt many of the things I will do as secretary will be born of the influence he exerted in my life."

Within Navy circles, the new secretary's name is synonymous with shipbuilding claims. Beginning in April 1977 when he took office as the Assistant Secretary, until October 1978, Secretary Hidalgo was totally involved with the problem, the solution to which had eluded his predecessors for years.

Secretary Claytor has said that the new head of the Navy "understands people" but there's another important fact: "...he's probably the toughest business negotiator I have ever met."

Edward Hidalgo is modest when he speaks of his part in the negotiations. He certainly doesn't have visions of himself as the shining white knight on a terribly swift horse.

"You know," he said, "timing is a very important thing in life and I'm happy to state that I think I happened



to come along at a far better point of timing than my predecessors who tried to do the same thing. But this is one time where the planning—right from the beginning—seemed to come along with good fortune."

In settling these claims that reached an unprecedented $2.7 billion—$2.4 billion of which stemmed from disagreements with just three major shipbuilders—the secretary took a realistic approach. "I was convinced from the outset—and said it a year before the settlements were reached—that the affected parties would have to take a very substantial fixed loss...there was no other viable solution."

Secretary Hidalgo insisted that the negotiations be conducted "very privately and very quietly."

He said that he was convinced that these and other essential elements in the beginning made it possible for the Navy to hold its head "pretty high" and defend the reasonableness of its action.

Of these intricate negotiations he said, "you need infinite patience, self-control. I happen to like it (negotiating) and I guess the good Lord gave me certain aptitudes for it."

Since this 1978 settlement, what has the Navy done in the area of claims avoidance for the future?

The secretary said that when the Navy was working on the shipyard-shipbuilding settlements, it was preparing the Naval Ship Procurement Process Study. "I call it the 'Blue Book'—almost 300 pages long and it's a very careful analysis of what were the root causes of the claims.

"That 'Blue Book' is by no means a study to be put on the shelf. It's not on any shelf. It is an active part of the thinking at the Naval Material Command today. It has been folded into our acquisition process on numerous occasions already and it will continue to be so."

He spoke, too, of another factor in future claims avoidance: "the reasonableness of the human mind."

Elaborating, he said, "I think, as difficulties arise—and they have arisen in the last year—there should be open lines of communications between the supplier and the Navy...sufficiently developed mutual confidence that those things could be discussed openly, forcefully. Each side defending its own interests but mindful of the fact that, for almost everything in life (and we are all finite), there is usually a middle ground where men can find solutions."

Concerning a continuing dialogue with the 11 main shipbuilders who do business with the Navy, Secretary Hidalgo said that such ongoing action will continue. "Early in the year (1980) there will be another meeting with the shipbuilders."

The secretary was born in Mexico City on Columbus Day 1912, and came

As an assistant secretary in 1977-78, Edward Hidalgo brought about a settlement between the Navy and the shipyards for claims totaling $2.7 billion.



to Los Angeles with his family when he was five. He tells members of minority groups struggling to succeed, "Don't give up—keep going."

But, he adds, "We must all be realistic. Our country derives much of its strength from the fact that it is intensely competitive. You have to have the instruments with which to compete. If you have those, then just stick with it."

During his 30 months as Assistant Secretary for Manpower, Reserve Affairs and Logistics, he was involved with the problem of retention. To him, there is no quick solution. In fact, he feels there are multiple answers to the problem.

"Certainly," he said, "leadership—inspirational leadership—is one factor. But in addition to that, one must recognize that human beings are human.

"You can't ask for endless sacrifices, constantly beyond the call of duty."

To him and the Chief of Naval Operations, the *big* problem is in second-term retention, "where we're having our greatest problem, concerns the middle managers of our Navy, the chief petty officers and the like....

"The Chief of Naval Operations made a statement to the effect that the Navy's manpower problem is not fully a matter of recruitment. For every man you don't retain, you must recruit many times that number in order to get a man into the middle management level."

He added, "As you know, we wrote a report to the House Armed Services Committee on our manpower problems that set forth many of the still lingering problems that we have. We simply are trying our utmost to address those things.

"I'm an optimist, I think there are many initiatives that are under way right now that I trust will lead us to at least a significant solution to the problem."

Asked what part leadership plays in the retention of people, the secretary answered: "Without leadership, there is no guidance; I think we see that in



many parts of the world today."

He once told a Naval War College class that he strongly emphasizes the willingness and the ability to make decisions. But, he added, "If, after you've made a decision, you see that some adjustments are needed—or *indeed* that you've made a mistake, there ought to be enough humility to admit the mistake and move in a different direction."

Sharing a common opinion, Secretary Hidalgo believes, like all the Navy's leaders, that the service's greatest strength is its people.

"From the visits I've made to the fleet and to our different bases—and I've been east and west—I get reports from my colleagues in uniform that there's a general optimism. I ask about the graduating classes at our Academy and many other schools and there's a general report back that the quality is superb.

"Our next strength, of course, is the high technology that we have. Every day I hear of some new development. It's just mind-boggling that we have huge talents in this area, working very closely with private industry and we couldn't do it without private industry.

"We have some magnificent ships coming out of our yards today—frigates, the DDG-47 class, attack submarines—the 688s, the strategic deterrents—*Tridents, Spruance* destroyers and the LHAs. There will be other classes of ships coming along. This production will bring in more than 100 additional ships.

"However, we have to look into the late '80s and '90s. Unless our shipbuilding rate increases in the next few years, and I mean *immediately* in the next few years, we're going to find ourselves in a very difficult declining curve."

Terming the U.S. Navy's weaknesses "potential ones," the secretary said that he—along with the Chief of Naval Operations and the Commandant of the Marine Corps—are working "closely to be sure that we don't leave a legacy to our successors that they will be very uncomfortable with and very unhappy with."

He summarized his thinking when he said, "It's going to take all the wisdom of all of us to see how we combine these things to come out with the best possible result.

"The ideal result is never achievable." —JFC

Secretary of the Navy Hidalgo

Edward Hidalgo took the oath of office as Secretary of the Navy on Oct. 24, 1979, succeeding W. Graham Claytor Jr. who earlier had assumed duties as the Deputy Secretary of Defense. Secretary Hidalgo was Assistant Secretary of the Navy (Manpower, Reserve Affairs and Logistics) since April 25, 1977.

Born in Mexico City on Oct. 12, 1912, the new secretary was graduated from Holy Cross College (*magna cum laude*) in 1933 and from Columbia Law School in 1936. In 1959, he received a degree in civil law from Mexico.

He served as a law clerk to the Second Circuit Court of Appeals in 1936-37 and was an associate in a New York City law firm from 1937-42.

He saw active duty from 1942-46 as a lieutenant in the Naval Reserve and received the bronze star for service aboard the carrier *Enterprise* in the Pacific. He was awarded a Letter of Commendation with Ribbon for service with the Eberstadt Committee (dealing with unification of the services). He served as special assistant to Secretary of the Navy James Forrestal from 1945-46.

Mr. Hidalgo represented a New York law firm in Mexico City and, from 1948-65, headed his own law firm, also in Mexico City. For the next year he was a special assistant to Secretary of the Navy Paul H. Nitze; from 1966-72 he was in charge of the European office (in Paris) of another U.S. law firm. In 1972, he became a special assistant for economic affairs for the U.S. Information Agency and, a year later, was general counsel and congressional liaison for that agency.

He and his wife, Karen, have four grown children.

Hitting the Ramp

BY JO2 R. D. OOSTERMAN

Scott had taken first place in all six of the snowmobile races just completed. Victory was in the air, but skepticism and perhaps a little fear was evident. Each time he victoriously crossed the finish line he looked at the six cars and ramp located at the end of the raceway and asked, "What am I doing here? How did I get involved in this?"

Scott said he could do it. Now 3,200 people had gathered in the glider field located in the shadow of the mountains north of Reykjavik, Iceland. They had paid to watch him jump 60 to 70 feet on his snowmobile and, hopefully, clear the parked cars he was jumping over.

Snowmobile jumping is not new to Scott Eilertson, an aviation structural mechanic airman attached to the aircraft intermediate maintenance department (AIMD) at Naval Station Keflavik, Iceland. He held the world record for snowmobile jumping, but he had not jumped in two years.

It was Iceland's first organized snowmobile meet; Scott had started the wheels moving months earlier. It took a lot of time and effort getting the meet organized. There were rules to write, sponsors to be found, legal questions to answer, and publicity work to be done.

All of the proceeds were to go to the Icelandic Lions Club, a prime supporter of the Icelandic Life-Saving Association. Over $10,000 had been collected in ticket sales, more money than had ever been raised before by the club from a single event.

With the planning over, it's time to make the jump. The crowd is silent.

Cautiously, Scott rides his snowmobile back and forth past the jump, checking and double-checking his machine and the ramp, making sure every safety precaution was taken.

After a final check from his crew chief, Machinery Repairman Second Class Lynn Burry—also from AIMD—he is ready. With one final pass he gives the crowd a thumbs up and proceeds to the ramp runway area.

After a brief pause at the beginning of the runway for one last look, Scott races toward the ramp. No stopping him—he hits the ramp, sails into the air, and clears the six cars with room to spare.

The crowd cheers again and again. Scott and his crew are exuberant. They have been more successful than they dared to dream.

Scott was awarded a gold medal for his outstanding showing at the meet. However, he refused to take first place honors in the races, stating that he was a professional and considered himself a guest at the Icelandic meet. He was there only to support Icelandic racers and the Lions Club.

Scott, who has been riding snowmobiles since he was nine years old—started racing at 16. He made his first jump on a bet at a golf course in Minnesota. Other snowmobile enthusiasts were so impressed that they suggested he go professional. He took their advice and began booking shows at snowmobile rallies. On his second professional jump in 1975 he broke the existing world snowmobile jump record of 88 feet by jumping 110 feet.

Then again in 1977, under the sponsorship of Evel Knievel, he broke his own record by jumping 112' 3" at the Minneapolis Metropolitan Stadium.

Asked why he joined the Navy, Scott said, "Jumping was a dying sport in the United States. Knievel was no longer getting any bookings nor were many other jumpers. If they were, they were doing them for nothing.

"I realized I couldn't jump the rest of my life and airplanes have always intrigued me."

Scott enlisted in the Navy on March 14, 1978, for training in the aviation field.

"I have no regrets about joining the Navy, but if I were any place other than here I'm not sure I would enjoy the Navy as much. I love Iceland and the people," he said.

"People ask me why I organize races and jump without getting paid. I tell them I've met some of my best friends while working this," he said. "That's more important than money." ⚓



The Celery Stumped Them

Not many American sailors can say they've had liberty behind the Iron Curtain, but the men on board guided missile cruiser USS *Richmond K. Turner* (CG 20) and guided missile destroyer USS *Lawrence* (DDG 4) can.

It happened last summer when *Turner* and *Lawrence* visited the seaport of Constanta, Romania. It was the first time either ship had ever made a port call in the Black Sea.

"I never thought I'd ever see a Communist country," said Electrician's Mate Second Class David L. Pierce of *Turner*.

When the two ships tied up at the pier, crewmen found their quarterdecks busy with visitors, among them, American Ambassador O. Rudolph Aggrey.



A view of Istanbul, Turkey, from USS Richmond K. Turner.

Romania Visit

"When I went ashore I didn't really know what to expect or how the people would treat me," said *Lawrence* sailor Boiler Technician First Class Billy J. Earp. "As it turned out, the Romanians were really curious about our ship and our perceptions of their country."

"At first, they were a bit standoffish and didn't know how to approach us," said Operations Specialist Third Class Gordon C. Jenkins, another *Lawrence* crew member. "Things were pretty controlled by the Romanian Navy and government security officials," he recalled.

During the seven-day stay, the beautiful resort beaches of Mamaia enticed many swimmers and sunbathers. Enjoying 85-degree temperatures, the American sailors found the beach their favorite liberty spot.

While some of the Navymen toured museums, Greek and Roman ruins, and a winery, others chose to watch a folk show, dine at tempting restaurants, and talk with English and Irish tourists at Western-style discotheques.

The resort area, state-owned and managed, attracts tourists from all over Europe. During the height of the season, the resort hotels accommodate almost 50,000 visitors. About 75 retired Americans live in Romania and, according to the American Embassy in Bucharest, about 28,000 U.S. tourists visited last year. Even with all the English-



A Romanian Navy midshipman smiles after visiting the two American ships.







speaking tourists, many signs and menus are printed in still other languages.

A special treat for the American visitors, and for the local people, was the arrival of the 6th Fleet band, "Diplomats," who flew to Constanta to perform at the Romanian Naval Academy and at the Constanta Regional Army Headquarters.

"Music is the international language," said guitarist Musician Third Class Bill Kirkner, "You could tell they just loved our music."

During the port visit, both *Turner* and *Lawrence* held open house for the citizens. About 2,000 guests, holding tickets distributed by the

During the seven-day port visit Romanians toured the two ships (left) and American Navy officers presented a wreath at an honors ceremony in Constanta.



Romanian government, visited the ships. Navy Counselor First Class Mike Foster said that they were really curious. "They asked what it was like at sea, and how the food and living conditions were," he said. "We were ready with signs and cassettes made in their language, so they could understand the exhibits."

Before their visit to Constanta ended, the Americans joined men from the Romanian Navy in soccer, basketball and volleyball games. Also, both ships hosted a formal reception for about 65 guests, with music provided by *Turner's* band, "The Hurricanes." Dignitaries included the Mayor of Constanta, the Commandant of the Romanian Navy and other local VIPs.

"Most people ate our shrimp cocktail and the hot dogs wrapped in bacon," said Mess Management Specialist Seaman Theodore Gibbs of *Turner*. "The ladies all asked about the peanut butter spread on celery; I guess they don't have peanut butter in Romania. I overheard one officer trying to explain to the mayor's wife what peanut butter is. He was having a hard time because of the language barrier, and in fact, I don't think he knew exactly how it's made himself. I later found out they don't have celery in Romania either," Gibbs said.

BT1 Earp, who was one of six crewmen to reenlist during the port visit, summed up his feelings: "We've always been told that sailors are ambassadors of good will for our country. When you visit a country like Romania and wear your uniform ashore, you can see just how important we really are in helping our government make friends around the world." ⚓

—Story by LT Mark E. Brender and JO1 Ken Duff; photos by LT Brender.





Music helps bridge the gap behind the Iron Curtain as a Romanian plays the accordion and the Diplomats provide the sound of the United States.

Norfolk Makes the Connection

BY JOANNE E. DUMENE

The United States Navy is a big operation. It's complex not just in terms of ships and weapons systems but in terms of people, too. They are people who have to be trained, fed, clothed, housed and paid. They are people who've been able to respond to the physical and mental demands of their jobs, who often give more than they're asked for. They are people who face stressful situations on and off those jobs, who can get sick and lonely, and who often need help. They are people who sometimes don't know where to go for help.

One place Navy people can get help —and there will be many more of them —is the Navy Family Services Center (NFSC), 7920 Hampton Boulevard, Norfolk, Va. All it takes is a telephone call.

At NFSC, which opened in July, the phones are ringing off the hook. In its first week of operation, the Center handled calls ranging from "Where's the Navy Lodge?" (across the street) to "Please tell me where I can find a babysitter for tomorrow morning" (they did). One Navy wife called not with an immediate problem but just to say it was comforting to know the

The 1978 all-Navy Family Awareness Conference in Norfolk—where the concept of Family Services Centers originated.



Family Services Center

Center is there in case she does need help.

Some of the requests coming in to the Center might seem inconsequential, but the callers are serious about their needs. And serious is how the Center is treating every single call.

* * *

Where can I get care for my son? I'm going on a six-month deployment.

* * *

My mother is coming to visit me—I need to borrow a wheelchair.

* * *

My wife is looking for a job, but she's a foreign national and she needs a work permit.

* * *

I just took a bottle of sleeping pills—I need help!

* * *

All day long and far into the night, the calls come in. Standing by to answer the insistent ringing is one of the seven military people temporarily assigned to the Center. Although they're not primarily Navy or Marine counselors, all have served as counselors. Here they're known as Information and Referral Specialists.

After determining the nature of the call, the specialist makes a fast decision —and doesn't stay on the phone too long. At their fingertips is information on over 3,000 service organizations in the Tidewater area. With complete selective files on 250 agencies and a direct line telephone referral system to every one of them, the specialist can make an immediate telephone transfer with the caller still on the line. A three-way conversation is even possible so that the specialist can introduce the caller and the problem to the agency representative. Then the specialist bows out and the agency representative takes over, freeing the center's line for yet another call.



The nature of the business—getting to the heart of the problem in a matter of seconds and being able to put the caller in touch with an agency specialist —demands that the specialists be trained, especially in crisis intervention. The counselor must be able to sense some of the problems; often the caller needs specific help but hides behind a seemingly innocent or unrelated question.

According to Chaplain (Captain) David S. Hunsicker, Deputy Director of the Center, Family Services acts somewhat like an agent—a middleman. "A Navy person has a problem but doesn't know where to get help. We know where to get help for that person —so we make the connection."

The Navy Family Services Center in Norfolk hopes to do more than just make the connection. In addition to the 24-hour, seven-day telephone Information and Referral Sub-Center, it will provide a Walk-in Client Sub-Center for short-term counseling, and a Personal Services Sub-Center which will continue to provide hospitality kits (for a small fee) and free Welcome Aboard brochures.

Additionally, there is legal assistance, American Red Cross representation, ombudsmen centralization, and volunteer follow-up services. Another advantage of the NFSC is that the Navy Relief Society is housed in the same building.

Short-term counseling, consisting of no more than three visits, is provided by experienced civilian social workers. Long-term counseling is referred to an appropriate agency in the community.

The volunteer follow-up services group will assure that very little is left to chance and that individuals requiring aid are referred to outside agencies and are satisfactorily assisted. According to Chaplain Hunsicker, a recent study showed that 60 percent of the people who request social services aid come away dissatisfied. People were not really concerned.

"The Navy doesn't want that to happen here," he said. "That's why there's a need for personal contact and



follow-up. Our volunteer program is essential."

Chaplain Hunsicker is especially enthusiastic about the potential of the Center's volunteer program. He foresees a volunteer branch that eventually will be involved in six areas: case work follow-up, financial counseling, child development, relocations and emergencies, special family needs, and family enrichment. He says that a great part of the volunteer effort will be through an outreach program. "We can't operate just within the confines of these walls," he said. "We have to move out into the area."

The chaplain has been encouraged by the response from people in the community who have volunteered their services. With more than 18,000 retired Navy and Marine Corps people in the Norfolk area, the Center has a wealth of talent and experience on which to draw, experience which can add greatly to the value of the Center's offerings.

To the question of "Who can get help at NFSC—who is included in the Navy family?" Captain James H. Karlen, Director, said, "We start with the Navy or Marine Corps active duty person, and then spread out from there to all the people who are somehow related to that active duty person." He added that the door is always open to retired people.

With 34,000 military families in the Tidewater area, Captain Karlen is talking about a lot of people. But so is the Navy talking about a lot of people—more than 523,000 of them on active duty—plus the members of their families. Rather than see those numbers as cold statistics, the Navy sees them as the heart of its operation, and intends to provide the best family services it possibly can. The connection is being made in Norfolk. ⚓

In Norfolk, Dial N-A-V-Y

Auto: 690-NAVY
Coml: 444-NAVY

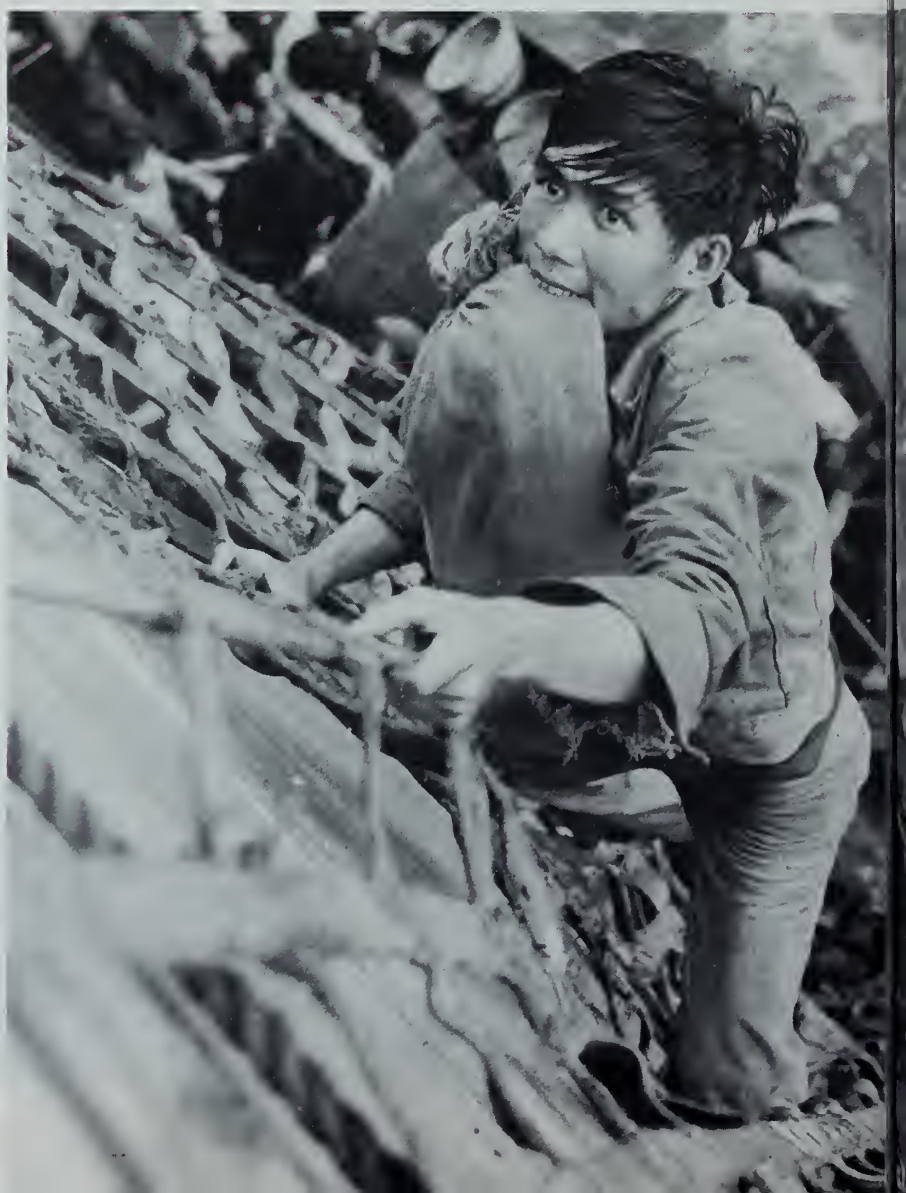


Boat People

"Send these, the homeless, tempest-tost, to me..."*

**From the poem by Emma Lazarus, which appears on the base of the Statue of Liberty.*





BY JO1 JAMES R. GIUSTI

With the mass exodus of "boat people" from Vietnam, rescue at sea has taken on a deeper meaning. In ships and planes, men of the 7th Fleet have been crisscrossing the South China Sea in a wholehearted effort to actively seek out and rescue the "boat people." These search and rescue missions have been a humanitarian effort of gigantic proportions.

In 1978, U.S. Navy ships rescued 597 Vietnamese refugees in the South China Sea. Between January 1 and July 21 of 1979, they rescued 567 more. In a single three-week period last summer, 7th Fleet sailors rescued another 553 refugees. The increase began when President Carter directed U.S. military units to actively seek out and rescue the Vietnamese refugees in distress.

Since then, 7th Fleet ships and planes, either directly or indirectly, have been responsible for the rescue of almost 1,400 refugees from disabled and unseaworthy boats.

"The assistance to the 'boat people' has really been a fleetwide effort," said Vice Admiral S. R. Foley Jr., Commander U.S. 7th Fleet. "Few in the fleet have not been involved in one way or another in this unique mission, whether they are staff planners coordinating the operations, flight crews or shipboard lookouts scanning the waters . . . to pull these desperate people to safety."

Navy P-3 *Orion* patrol planes began the search with 11-hour patrols over designated sections of the South China Sea. These naval air operations soon settled into a daily routine of two designated refugee locate flights, coordinated by Patrol Wing One Detachment Cubi Point and Task Group 72.3 from their headquarters at the Naval Air Station, Cubi Point, R.P.

Patrol Squadron Twenty-Two (VP 22), currently deployed to Cubi Point, has flown about 75 percent of the missions. Their flights are augmented by elements of VP-50, VP-9 and VP-6.

After logging more than 1,200 flight hours in support of refugee assistance, these 7th Fleet air crews have grown proficient at spotting the 20- to 50-foot boats from half-mile high cruising altitudes. In two months of operation they identified 37 refugee boats and four shipwrecked refugees from among more than 7,000 contacts.

Desperation and anguish on the faces of Vietnamese refugees turns to smiles with the realization of their rescue by U.S. Navy men.





Boat People

At times, the air crews feel they are looking for the proverbial needle in the haystack.

"Finding the boat is purely a visual task," says P-3 pilot Lieutenant Roger I. Brueckbauer. "Our radar picks up mostly metal and the refugee boats have all been wooden."

But, refugee boats are found. When they sight one, the P-3 crew air-drops a buoy with a radio transmitter, complete with operating instructions written in Vietnamese. They also air-drop survival packages of food, water and medical supplies.

If the refugees need assistance, the P-3 crew will direct a nearby U.S. Navy ship to the scene. If no such ship is available they will attempt to locate merchant ships in the area and inform them of the refugees' situation and location. Since last July, merchant ships have rescued almost 700 refugees.

Other 7th Fleet units in the South China Sea also assumed a more active watch. Within the first two weeks of its expanded efforts, 7th Fleet ships rescued 143 refugees.

"Our lookouts call out 'refugee' every time they sight a fishing boat," said Captain W. Lewis Chathan, commanding officer of the USS *Kitty Hawk* (CV 63).

"The crew is committed to this humanitarian mission," he said. "There is something about pulling children off a sinking boat; no one can deny the feelings that go with it."

While the humanitarian aspects of the rescues are obvious, there also are morale benefits and emotional involvement.

"The most rewarding feeling for me," said Ensign Walter P. Purio, first lieutenant on the USS *Worden* (CG 18), "was when I brought a baby girl aboard. She was all smiles, with big brown eyes. When the decision was made to rescue the refugees, there was jubilation—not only on their boat, but aboard *Worden,* too," he said.

"These 7th Fleet sailors share a special feeling," said VADM Foley. "It's reflected in their strong personal involvement in this humanitarian mission. Their response to the plight of the refugees truly exemplifies a distinctly American brand of concern and compassion, and I'm proud of them."

One of hundreds of boats to flee Vietnam since the communist takeover and brave the rough seas was a crowded fishing boat rescued by USS *Wabash* (AOR 5). The leader of the 19 refugees, a former South Vietnamese Navy chief petty officer, said he had





heard about the Carter directive and the new U.S. policy to double the monthly intake of refugees on the Vietnamese broadcast of the BBC. He said he had planned to leave for some time, but "saw the opportunity to leave now."

"Anyone disgusted with where they live and who has enough guts to get into such a little boat and cross a huge ocean deserves any help we can give," said *Worden's* Chief Hospital Corpsman Charles J. Benda. "They are a rough, gutsy people who know what they want—to live in a free society."

One group of 21, guided only by a map of Asia torn out of a school atlas, was trying to cross more than 1,000 miles of choppy seas in a 20-foot inshore fishing boat. When rescued by USS *Parsons* (DDG 33), the refugees had drifted to within 60 miles of Malaysia, still under the impression they were heading for the Philippines.

In late August and early September, 7th Fleet air and sea units teamed up almost daily to rescue refugees. The combined teamwork of two P-3 *Orions* and the combat stores ship USS *White Plains* (AFS 4) in one case rescued 154 refugees in two boats, one towing the other. They were first sighted by a P-3 crew from Patrol Squadron Nine which dropped a one-way radio device and two survival packages to them.

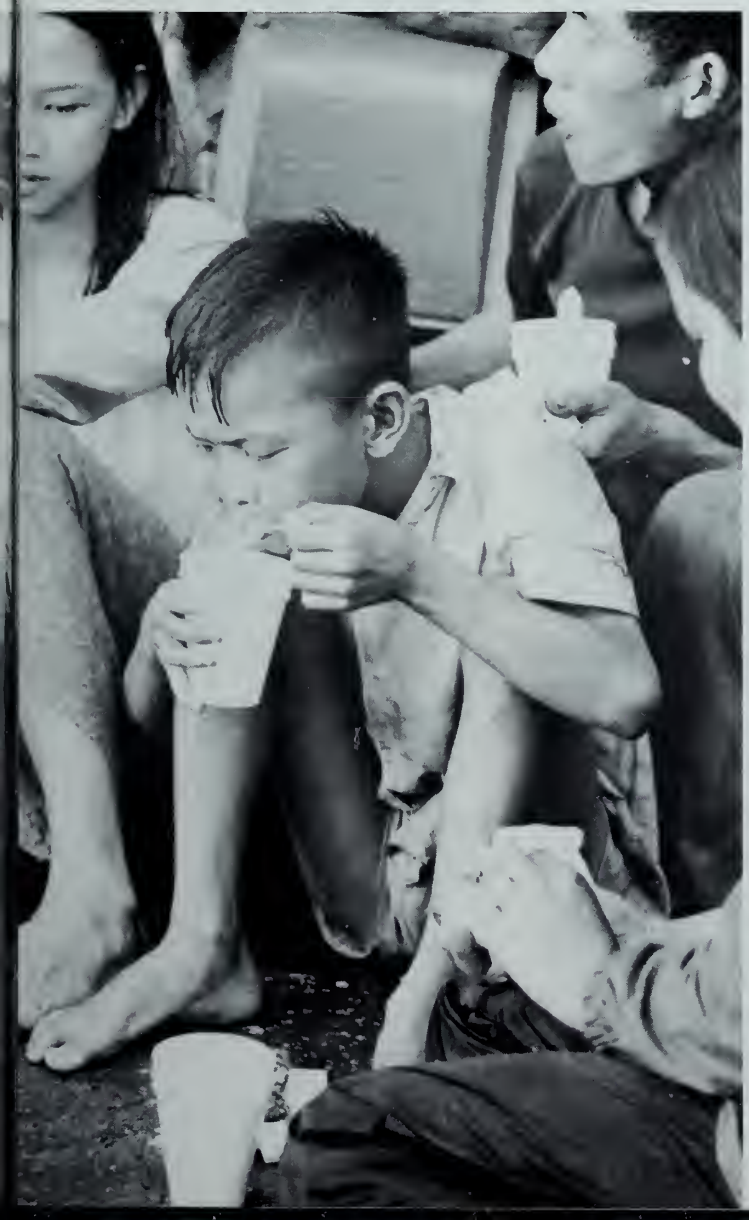
A second P-3 from VP-9 was launched to relieve the first and assist in guiding *White Plains* to the refugees' location. By 5 a.m. on September 3, all 154 refugees were safely on board *White Plains.*

Once on board a 7th Fleet ship, the boat people are fed, showered, given a medical examination and provided clothing and other necessities. They are then taken to the ship's next port of call for temporary asylum under a guarantee of resettlement in the United States.

Speaking to an assembly of sailors and aviators on board USS *Midway* (CV 41) in early September, Vice President Walter Mondale said, "What you're doing is America at its best.

"I personally believe," he said, "one of the best things our government has done in a long time is to simply do the humane thing and use our skilled military sailors and pilots to seek them out, find them, help them . . . we've saved a lot of lives." ⚓

The plight of the children was especially heartbreaking but their stoic silence also turned into happy laughter.





Whipple's Human Link to Freedom

Although the rescue at sea of Vietnamese refugees has been a joint effort of the men of the 7th Fleet, the stories of individual acts of heroism are beginning to be told.

In one instance, four crewmen from USS *Whipple* (FF 1062) were instrumental in saving the lives of 410 refugees during a storm at sea. For risking their personal safety during this rescue, Boatswain's Mate First Class Robert Renner, Seaman Kenneth Rushing, Seaman Robert Fiorino and Hull Technician Fireman Milton Smith each received the Navy and Marine Corps Medal.

The rescue took place Aug. 22, 1978,





when the frigate's lookout spotted a small fishing boat, 110 miles off the coast of Vietnam, displaying an S.O.S. flag. The men, women and children crowded in the boat had been at sea for four days; they were out of food and many were seasick.

As the wooden boat was brought alongside *Whipple,* Smith was the first to don a life jacket and, dangling over the side, he started lifting children out of the damaged boat. Smith's life jacket ripped but Renner pulled him up by his arms. After donning a second jacket, Smith went over the side again and spent *nearly three hours* dangling perilously between *Whipple* and the small boat, picking up children and transferring them to waiting arms on the *Whipple.*

As high seas smashed the small boat repeatedly against the frigate's hull, the refugees panicked; two fell into the water but they were pulled to safety.

"It was obvious that someone had to calm them down," said Rushing.

That's exactly what he and Fiorino did as they boarded the fishing boat and attempted to keep the people calm.

Whipple crew members continued to lift the refugees out of the small boat as it was literally splintering apart.

Nearly three hours later, Renner was the last man to exit the craft—just before it sank in 600 fathoms of water.

At the May 3, 1979, awards ceremony aboard the guided missile destroyer USS *Benjamin Stoddert* (DDG 22) in Pearl Harbor (*Whipple* was in drydock), another 19 members of *Whipple's* crew received letters of commendation from Admiral Donald C. Davis, Commander in Chief, U.S. Pacific Fleet, for their part in the rescue effort.

As Captain Marshall B. Brisbois, Commander Destroyer Squadron 35, said, the acts of heroism and rescue were in keeping with the age-old mariner's code of rendering assistance to those in distress on the high seas. ⚓

—By JO2 Bob Cowan





Hull Technician Fireman Milton Smith (center and right) was instrumental in a dramatic three-hour rescue of Vietnamese refugees in the South China Sea. Photos by OSSN K. R. Easton and JO2 Bob Cowan.

14

Navy Rights & Benefits

Your Obligations

Along with the many rights and benefits which are an integral part of your Navy career, there are other rights and benefits which you enjoy as an American citizen. Most of these are basic guarantees of the Bill of Rights and they deal with your right to privacy, your right to speak freely, your right to assemble, and your right to worship.

But these rights and benefits carry implicit obligations and moral responsibilities which you owe to yourself, to the members of your family, and to your country. You are bound, for example, to share in the expenses of the government by filing federal, state, and local tax returns and by paying the taxes imposed, according to your income.

You also have a responsibility to obey and uphold all laws—federal, state and local—anything from registering your automobile, to obtaining a license for your pet. As a Navy member, you are expected to meet, as well, your financial responsibilities and pay debts which you incur.

Your right to vote should be considered a special privilege. It is the means by which you help control those who make decisions which affect you as an American citizen.

This article then, No. 14 in our series on Navy Rights and Benefits, discusses some of these obligations and responsibilities which go hand in hand with the rights and benefits we all enjoy.

Voting

Congress determines salary levels, benefits and the very nature of life in the military. But you have a fundamental right to choose those who will represent you and make the decisions that affect your life and career. This right does not diminish as the distance from the voting booth increases.

Yet, few military people exercise their right to vote. In the 1976 election, less than 40 percent of eligible military members voted. This low voter participation is attributed in part to state laws governing absentee voting, and the fear many service people have that voting may incur added tax liability in their home states.

According to information from the Federal Voting Assistance Program office, the most frequently cited reason for not voting in the 1978 election was lack of information. Apathy on the part of military members, however, still seems to be the main reason for not voting.

A recent amendment to the Federal Voting Assistance Act of 1955 and the Overseas Citizens Voting Rights Act of 1975 should serve to simplify and standardize state voting requirements. This amendment also includes provisions that will help clarify applicable tax laws.

If you are a civilian stationed overseas, the Overseas Citizens Voting Rights Act of 1975 protects your right to vote in federal elections in the state in which you resided before going abroad, even if you no longer maintain a residence in that state. Congress recently extended voting rights to those outside the territorial limits of the United States who do not have passports or State Department ID cards, making it possible for the approximately one-half million people living in Mexico and Canada (where passports and ID cards are not mandatory) to vote in U.S. elections.

The Federal Voting Assistance Act applies to absentee voting from within and without the United States. You are still required to meet certain qualifications established by each state.

When registering by absentee, you must supply certain information to the voting officials in your home state by a deadline if you are required to register. Each state has its own procedures. For example, service members and their spouses and dependents may register and vote absentee in all 50 states and in the District of Columbia, Guam, and the Virgin Islands.

In Virginia, military dependents must register in person in local elections, but can register and vote absentee

in federal elections. As a general rule, states allow 17-year-olds to register if they will be 18 on or before the election date.

Many states recognize the registration request process as a simultaneous application for an absentee ballot. In effect, this waives the preregistration requirement while other states require a separate request by federal postcard application for first registering and second requesting an absentee ballot. However, this waiver is not always granted, and if granted, is not necessarily granted to all categories of voters in that particular state. This means you may be required to fill out a form for registration, then another form to request an absentee ballot, all by set deadlines.

Though most states allow for a request to be written in any form, the simplest way to obtain an absentee ballot is by way of the Federal Post Card Application (FPCA). This postage-free card is distributed by your voting officer or voting counselor for use by absentee voters. If it has been filled in correctly and mailed in time, you should receive either a registration form, absentee ballot, or both, depending upon the state. If you receive no communication from the voting officials within a reasonable amount of time, submit a second FPCA.

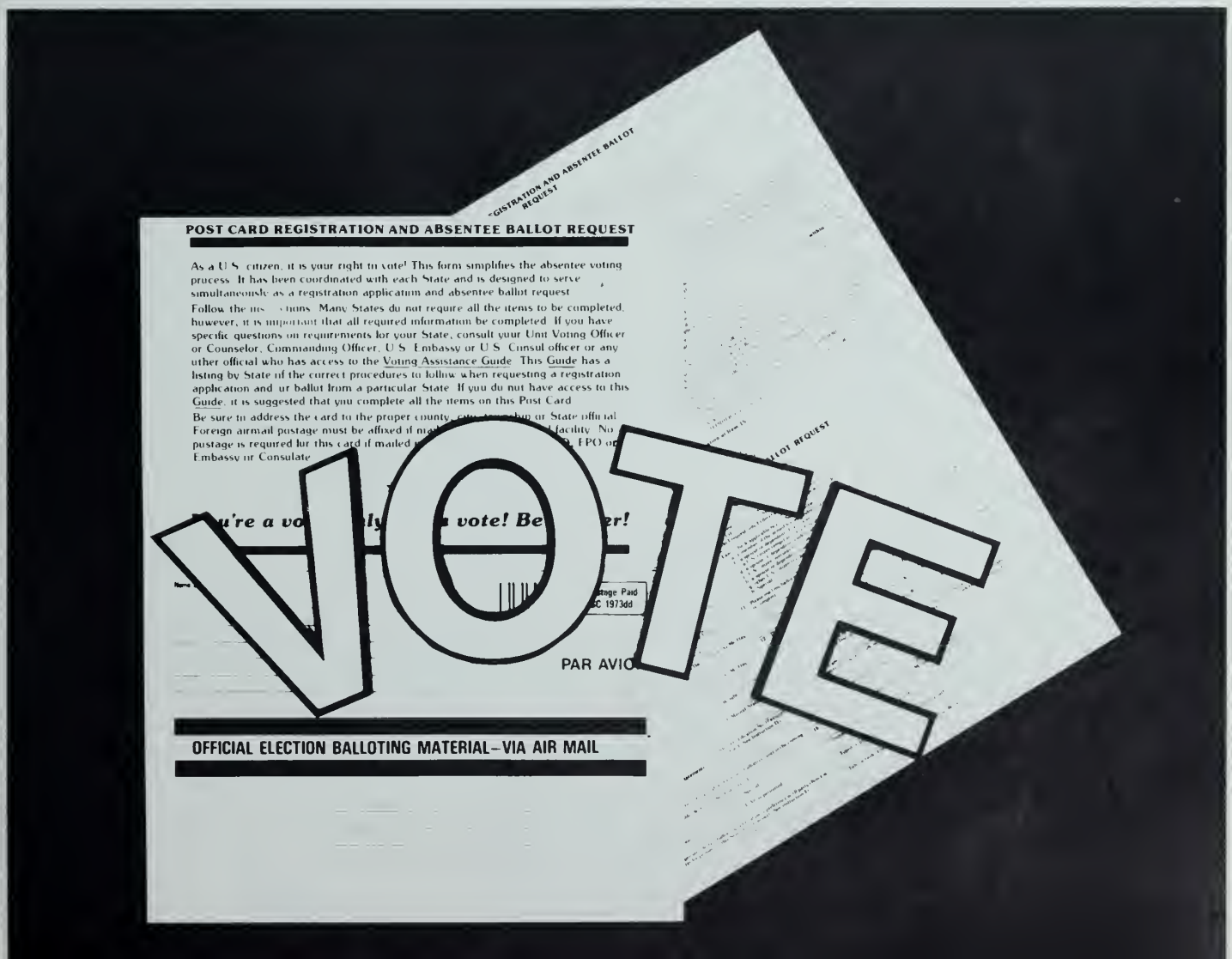
Some states require that the absentee ballot envelope be opened in the presence of a notary public or commissioned officer, so read the instructions on the back of the envelope carefully before you open it. If you have a question, ask your voting assistance officer or counselor before you vote. You have the right to mark your ballot in secret and it is illegal for anyone to try to influence your vote.

Mail the completed ballot so that it gets to your local election board before the deadline for counting ballots. Members of your family who are qualified to vote can seek the assistance of your command's voting officer or voting counselor.

Since time spent in the Navy counts in meeting residency requirements for voting, you could establish legal residence and vote in the state in which you are stationed. However, when you change your state or residence for voting purposes, it also affects educational benefits, state taxation obligations, and other aspects that you must consider. Contact your legal assistance officer for information.

Several states allow "proxy" registration and ballot application. Depending upon the state, a proxy may be a blood relative or a person authorized by the voter to act as the agent in requesting registration forms and applying for an absentee ballot. State requirements vary—check with the voting assistance officer for more information.

If you anticipate being at your



voting residence on election day, you should consider voting in person. This virtually assures you that your vote will be counted. Voting in person does not necessarily preclude registration by absentee ballot. In a number of states, applying for an absentee ballot will not automatically rule out voting at the polls. A few states even permit someone who has already marked and returned an absentee ballot to vote in person (in which case, the absentee ballot would not be counted).

Keep in mind that the key to intelligent voting is knowing the issues. You can keep up to date by writing home for voter information.

Taxes

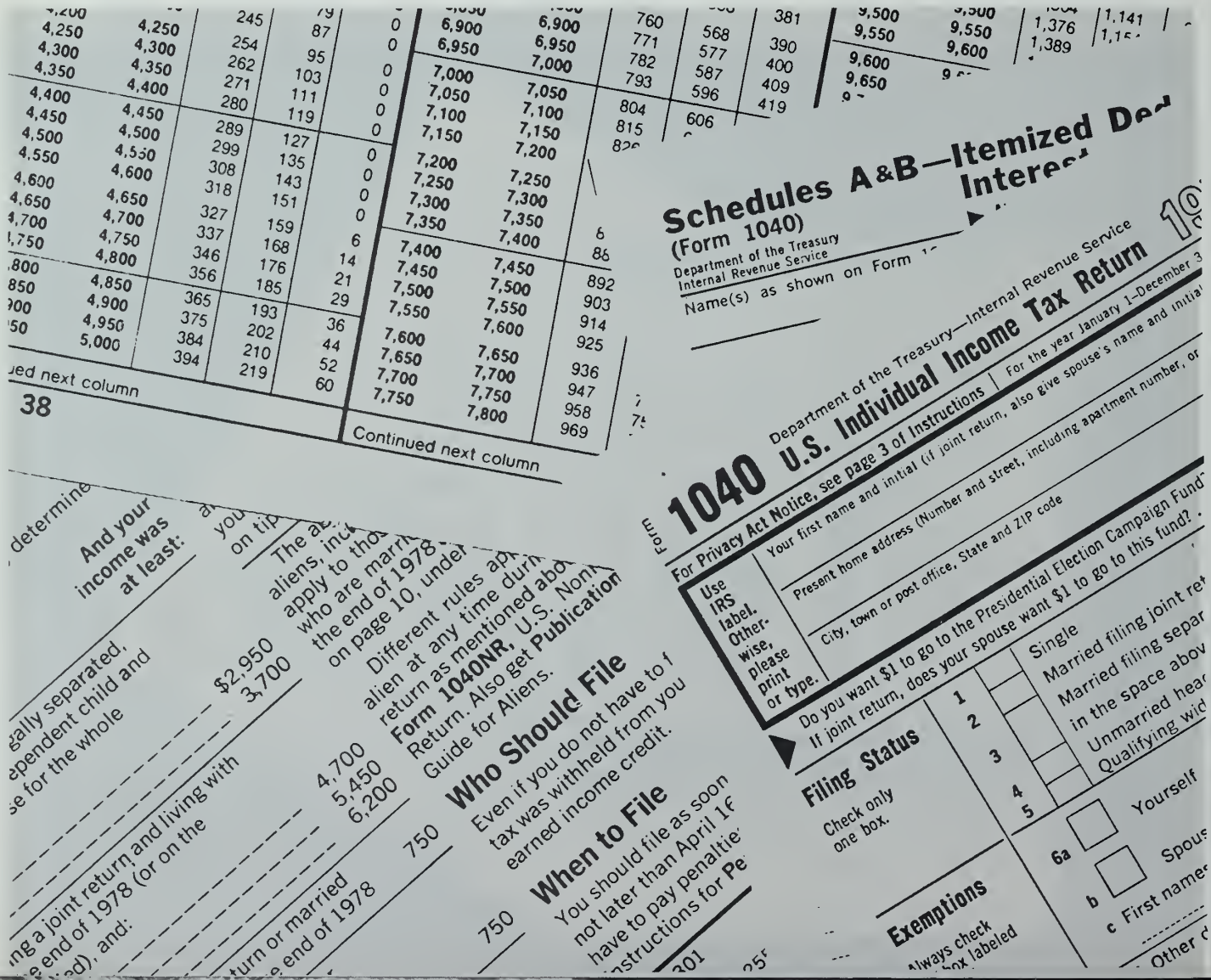
Along with the rights and benefits of citizenship, you share certain responsibilities and obligations. Paying taxes is a big part of that responsibility. You have the same obligation to file federal, state and local income tax returns as do all residents and citizens of the United States. However, like other federal employees, you cannot exclude amounts received from any agency of the United States for services rendered in a foreign country or within U.S. possessions. This means no matter where you are stationed, your military basic pay is taxable by the federal government and your own state and local governments.

If your gross income for the year was $750 or more, you are required to file a federal income tax return. As with any rule, there are exceptions, so you should check with the Internal Revenue Service or base legal assistance officer.

If net earnings from self-employment are $400 or more, you must file a return with respect to self-employment tax, even if you are not liable for federal tax. Also, if you are not liable for filing but had tax withheld from wages or made payments on a declaration of estimated tax, you should file a return to recover the withheld amount.

If you were a bona fide resident of a foreign country for an entire calendar year, or lived in a foreign country for 510 days or 18 consecutive months, you may claim only foreign tax credits. The new deductions for home leave travel, schooling expenses, qualified housing expenses and cost-of-living differential are not available if either spouse is eligible for and in receipt of tax exempt quarters or subsistance allowances. A completed Form 2555 should be attached to the tax return submitted for that year.

If you are residing or traveling outside the 50 states and Puerto Rico on the normal (April 15) due date, you are allowed a two-month extension for filing your return, but you must explain why you took advantage of the exten-



sion and pay interest on the unpaid tax, if any, from the original due date. If you are not traveling or living outside the United States, you can still receive a two-month extension for filing by sending in Form 4868 along with the full amount of estimated unpaid tax liability.

In case of undue hardship, you may apply for an extension of time to file by using Form 2688 or by letter sent in, on, or before the due date for filing. This application should state: reason for extension; whether returns for the past three years were filed timely and if not, why not; and, whether a declaration of estimated tax was required for the year, and if so, whether each payment was made on time. When granted this type of extension, you will be required to pay interest on unpaid tax liability.

Generally, you may use short Form 1040A if all of your income was from wages, tips, and not more than $400 in dividends or $400 in interest. Any deviations from the simplified form such as itemizing deductions or claiming alimony, business, or travel or moving expenses, may require use of Form 1040. To determine which form you should use, consult the guidelines in the instruction manual that accompanies your tax return form.

Federal income tax, generally determined on the basis of one exemption, is withheld from the taxable pay earned by non-resident aliens only while they are serving or working within the United States. No income tax is withheld from their pay earned while serving on sea duty or within a foreign country. Non-resident aliens should use Form 1040NR, regardless of the nature of income or the rate of tax. Form 1040 cannot be used even if the non-resident alien served within the United States during the entire tax year. If you qualify as a non-resident alien, you should file Form 1040NR with the Internal Revenue Service Center, Philadelphia, Pa. 19255.

A non-resident alien Filipino may claim credit on his Republic of the Philippines income tax return for income tax paid to the United States. This claim must be supported by copies of U.S. federal tax return and W-2 forms. A Philippine income tax return is required if annual income is 1,800 pesos or more. Philippine income tax returns and instructions may be obtained from the Bureau of Internal Revenue, Manila, or from Philippine embassies and consulates.

For more information, non-resident aliens should obtain IRS Publication 519, U.S. Tax Guide for Aliens.

Your tax-paying responsibilities don't stop at the federal level. Depending upon where you call home, you may be liable for state or local tax (city or county).

The Soldiers' and Sailors' Civil Relief Act protects your military pay against taxation by the state in which you are not a legal resident, but are residing by virtue of military orders. Income derived from a business, rental property, or civilian employment can be taxed by the state in which it is earned.

Your spouse or child is not protected by the act and may be subject to income tax by two or more states. If this occurs, contact your local legal assistance office to aid in resolving the matter.

On Oct. 4, 1976, Congress enacted Public Law 94-455, which requires mandatory withholding for state income taxes upon the state's request. All income-taxing states are making a concerted effort to locate delinquent taxpayers, and are imposing penalties and interest for failure to file and pay appropriate state taxes.

Although several states impose no personal income tax, or exempt military pay, you may still have to file a return for record purposes even though you may not owe tax. Filing a return also shows intent to retain legal domicile in that state, thus protecting yourself against claims by other states.

Members from cities and counties which impose income taxes should correspond directly with the authorities of those jurisdictions to ascertain if there is a tax liability.

It is important not to confuse the terms "home of record" and "state of legal residence." There may be a difference. State of residence or domicile refers to the place where you, as a Navy member, intend to return and live after your discharge or retirement, and where you have a permanent home. "Home of record" is used to determine travel allowances upon separation from active duty.

Enlisted people may change their "home of record" any time they sign a new enlistment contract. Officers may change theirs only to correct an error or after a break in service.

Your state of legal residence does not change so easily. It usually stays the same wherever you go. This protects you from having to pay taxes in a state in which you live only because you are in the military.

To change your state of legal residence, certain specific actions should be taken. In most cases, you will actually have to live in the new state. You show your intentions by registering to vote in the new state, buying property, titling and registering your car in the new state, notifying your old state, preparing a new last will and testament indicating your new state as your legal residence and paying taxes to the new state.

Unless you show such clear intentions, your state of legal residence probably will not be changed. If you don't make certain it has changed, you may find you are not entitled to certain privileges which depend on legal residence, such as eligibility for lower resident tuition rates at state universities or eligibility to vote and hold public office.

Particular care should be taken to make sure your pay records are up to date concerning your state of legal residence. If they are not right, you may wind up paying taxes to the wrong state, or worse, paying taxes and penalties in both.

If you have any doubt about your state of legal residence, contact your legal assistance office. If your records are not correct, get a "State of Legal Residence Certificate," DD Form 2058 from your finance officer. When you complete this form and turn it in, the

state currently shown on your records will be notified of the change.

Financial Responsibilities

Just like any other citizen, a military member is expected to pay just debts and to pay them on time. Nonpayment of a debt can lead to serious consequences for one's military career, even up to receiving an administrative discharge from the service.

The armed forces do not have legal authority to make you pay private debts, nor can they act as a collection agency by taking part of your pay to settle a debt. (Under Public Law 93-647, part of your wages can be garnisheed for court-ordered alimony and child support payment.) Yet the Department of Defense is required by law to provide certain information about you to your creditors that may aid in tracking you down. For example, information that must be made available to anyone who requests it includes your name, rank, date of rank, salary, present and past duty assignments, future assignments that are final, military phone number and address.

If you find you can't meet payments, go to your legal assistance officer right away. The legal assistance officer normally can't represent you in court but can tell you what your legal rights are and may be able to suggest a workable plan for saving your credit standing and your military career.

Also, don't discount the financial management information you can obtain through the Navy Relief Society, which also might be able to grant you an interest-free loan.

There are several other avenues open to you that could ease your financial problems:

• You may be able to arrange for your creditors to extend the contract time, thus reducing the size of the payments until you are back on your feet financially. You may be charged more interest or finance charges in the long run, but your debt will become manageable. Also, your creditors will have proof of your good faith and intention to pay your just debts.

• Set up an appointment with a loan counselor at your credit union or bank. He or she can aid you in setting up a credit arrangement. If your creditors agree, you could arrange an allotment of an agreed sum each pay period. This allotment would be paid into the credit union where a credit union officer would pay each of your creditors an amount proportionate to the total you owe each of them.

• Another form of relief is to negotiate a consolidation loan. Again, this may cost you more in the long run, but at least it will lower your monthly payments to a more reasonable amount.

• Some people seek to solve their debt problems with a second mortgage on their homes. Since the lender on the second mortgage has less claim on the home than the holder of the first mortgage, the interest rate on the second mortgage will be higher.

When you take out a second mortgage on a home, usually you must make payments on both the first and second mortgages at the same time. Before deciding on this move, be sure you can make the double payment. A hastily arranged second mortgage you can't handle can cost you the home in which you already have substantial interest.

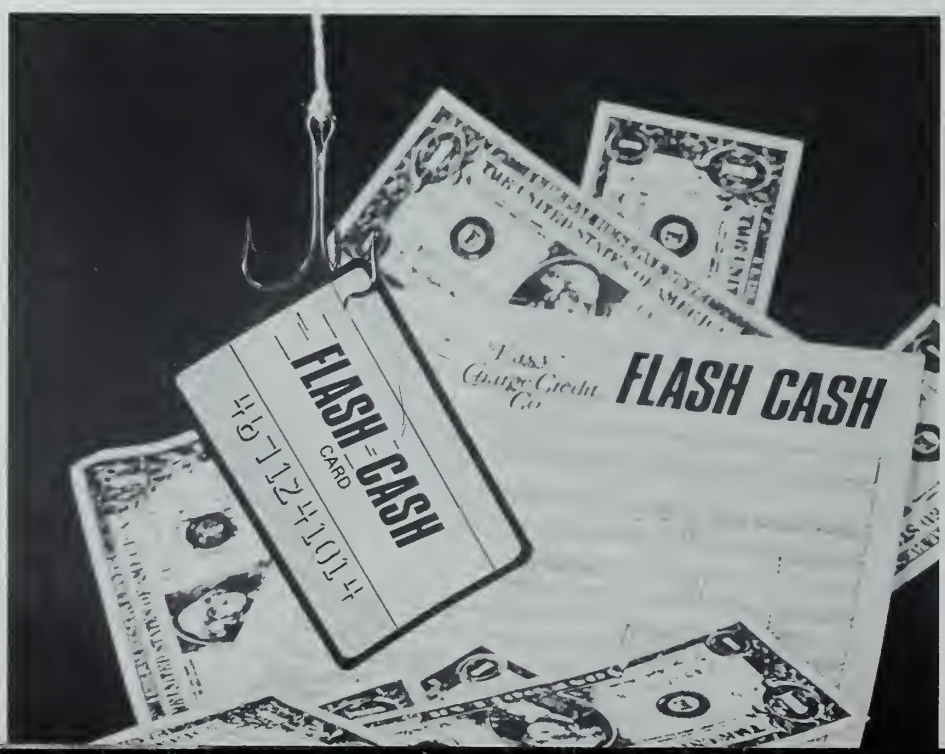
• Another possibility, in a severe debt situation, is the wage earner bankruptcy plan. A debtor can take up to three years to pay off debts under this plan. Consult your legal assistance officer before making this move.

• As a last resort, you can file a regular bankruptcy petition; members of the armed forces have the same rights as other individuals. This action, however, could be detrimental. Consult your legal assistance officer before taking this very serious and final step.

If for one reason or another, you do fall behind in your payments, you still are protected against certain harassment procedures used by debt collectors. Under the Fair Debt Collection Practices Act, debt collectors are not permitted to contact third parties, including your commanding officer, other than to ask about your identity and whereabouts. The debt collector cannot tell a third party that you owe any debt or call any third party more than once, except to correct or supplement information.

In attempting to contact you, debt collectors normally must make their calls between 8 a.m. and 9 p.m. If you have an attorney, the debt collector must contact your attorney rather than you.

If you notify the debt collector in writing that you refuse to pay or that you wish not to be contacted again, the debt collector is forbidden to contact you except to tell you that no further





efforts will be made to collect, or to inform you of any legal actions being brought against you.

Harassing or threatening conduct, use of obscene or profane language or repeated telephone calls intended to annoy you are forbidden. Misrepresentation of the debt collector's business or of any of the remedies that might be involved is also forbidden.

Post cards—which can be read by other people—cannot be used by debt collectors.

Within five days of initial contact, debt collectors must send you a written notice telling the amount of the debt, name of the creditor to whom it is owed and a request that the debtor (you) acknowledge the debt.

If you don't feel that you owe the debt, you should immediately tell the debt collector *in writing* that you dispute the debt.

You can dispute the amount even if the promissory note you signed is sold to somebody else. If your new car is defective, you can still dispute the debt, even if the dealer you purchased the car from sold your note to a bank.

If you feel you are being harassed in any way, contact your legal assistance officer. He or she can advise you of your right to bring legal action against the collector.

Legal Obligations

When you change duty stations, more than likely you change states or even countries. Being in the Navy does not excuse you from obeying the laws of that state or country. It is your responsibility to learn the laws of the area in which you are stationed.

If you bring your car with you to your new duty station, you must inquire about regulations regarding registration, licensing, taxes, title fees, inspection and insurance. Usually, your welcome aboard package will contain such information. If it doesn't, find out for yourself.

In many states, if your automobile is registered in the state of your domicile (home state) in your name alone, you are not required to obtain new license plates. If licensed in the state where you were last on duty, in your name alone, you usually may continue to use plates from that state until they expire; thereafter you must license your car in the state of your domicile or the state where you currently are residing. If your car is licensed jointly in your name and someone else's (such as your spouse or parent), you may be required to obtain license plates and register your car in the state in which you are residing.

Each state differs and it's important that you find out about any laws that may affect you and your family. These can include: handgun laws, pet licensing, real estate and personal property tax laws, and traffic laws. Remember, ignorance of the law is no excuse. You will be held accountable for your actions.⚓

They're More Than Entertainers

BY JO2 BOB RUCKER

The CH-46 *Sea Knight* helicopter shudders as it slowly circles the air station. Almost two miles below, a public address speaker crackles to life. "Good afternoon, ladies and gentlemen. I'm Senior Chief Petty Officer Bill Goines ... your narrator for this afternoon's aerial demonstration by the U.S. Navy Parachute Team, 'The Chuting Stars.'"

Naturally not a word of the narration is heard in the chopper. There, communication takes the form of hand signals and mimed words. The roar of the twin turbine engines and the twin rotors drowns all normal attempts at conversation.

It is now 1:00 p.m. Forty minutes ago 10 parachutists climbed into the chopper. Twenty-five minutes into the flight and 4,000 feet above the ground, one of the men jumped from the aircraft as part of the opening of the air show. With an American flag attached to his jump suit, he jumped as the national anthem was being played.

They reach 10,000 feet. Although the Chuting Stars accumulated 26 hours in free falls last year, each new jump is met with apprehension. Nervousness of 10 minutes ago has been replaced by impatience. They are ready.

One man peers out the side exit of the helicopter at the ground below and speaks hurriedly into a handset. He is the jumpmaster in control of today's jump, probably the most pressured man in the show. His experience determines exactly when the jumpers should exit the aircraft. He knows that no matter how well the routine goes, if the chutists don't land directly in front of the crowd, it could be considered a bad jump. This, after all, is a spectator sport.

On the rear ramp of the chopper the assistant jumpmaster cautiously extends an arm from the aircraft. He has a Very pistol loaded with flares and intensely watches the jumpmaster for the signal.

Two parachutists stand up and one extends his arms as if being frisked by the police. His partner carefully runs down a mental checklist assuring all safety equipment is in order. Then the procedure is reversed before the two walk to the ramp and turn, facing forward.

The jumpmaster flashes a hand signal. The assistant jumpmaster fires a flare. The two chutists exchange glances, then start an abbreviated countdown—three, two, one. Igniting the smoke grenades strapped to their ankles, they exit together. If they jumped a fraction of a second apart, they could have been separated by several hundred yards in the air.

Another public exhibition of precision free falling and aerial acrobatics by the Navy Parachute Team (East), the Chuting Stars, has begun.

On the ground the crowd looks skyward. The first glimpse of smoke triggers applause. Fascinated, the spectators watch the smoke trails left by sailors plummeting at speeds up to 210 miles per hour. Literally "flying" their bodies, the sailors track toward one another, pass a baton, link and slowly turn to create a barber pole effect by employing the smoke streaming from their boots.

Separating at 3,500 feet, the jumpers open their main chutes at 2,500 feet and then land directly in front of the applauding audience.

After the team members are introduced, the chutists move through the crowd receiving handshakes and getting slaps of approval on the back. Occasionally they are asked for an autograph but they are always deluged with questions—"How do you get to be a member of the team? What is the Navy really like? Why in the world do you jump?"—and many others.

The positive answers and broad smiles show that team members enjoy their work. Later they will review the day's jump—How could they improve the routine? Did everything go as planned?—A group of professionals ask one another for helpful criticism in an attempt to refine and perfect every detail of their routine.

Particularly attentive at these critiques is Aircrew Survival Equipmentman Third Class Jonathan Price. "I'm the 'boot,'" he said. "This is my first season on the team so I'm always getting suggestions on how to improve my chuting technique—small things like foot position or tucking a shoulder. This is one sport where experience is the best teacher, so those with more experience share the things they've learned over hundreds of jumps.

"I use the sessions to improve my technique. I feel I have to do the best job possible," said Price, reflecting an attitude shared by many members of the parachute team.

Ranging in age from 22 to 43, the jumpers are more than entertainers. They are dedicated people who have



Chuting Stars

spent many hours perfecting their art.

Becoming a parachute team member (the Chuting Stars or their West Coast equivalent, the "Leap Frogs") is not an easy process. Candidates first must be members of the Navy's Underwater Demolition Team (UDT) or SEAL (Sea, Air, Land) team (see April '79 *All Hands*). In addition to being a member of UDT or SEALs, candidates must have extensive training in free fall parachuting *before* being accepted by the team. Final acceptance rests with the team commander and includes observation of the candidate's overall parachute knowledge and ability, including spotting, relative work (joining with another free fall parachutist), tracking ability, canopy manipulation, target accuracy and overall safety consciousness on the ground, in the aircraft and during descent.

There are several reasons for requiring this training before a candidate joins the parachute team. Federal Aviation Administration (FAA) regulations require a jumper to have 75 free fall jumps before being allowed to jump in exhibition. "We have accepted candidates with as few as 50 jumps," said team leader, Senior Chief Storekeeper Bill Goines, "but we expect them to get the required 75 in training before the season starts."

The most important reason, in the eyes of the team, is safety. As a result of stringent standards and the team's extensive training program there have been no parachute fatalities during the team's existence. The only injuries have been minor, sprains and an occasional broken bone, as can be expected with any competitive sport. "Safety is paramount to all other considerations, including the routine," said Lieutenant Dave Griffin, team commander. "Our record speaks for itself."

Why is there a Navy parachute team? Why does the Navy pay men to jump out of airplanes in front of an audience? One word sums it up—recruiting.





Packing chutes, adjusting jumpooots and doublechecking each other's gear are all part of the routine before the Chuting Stars step out into space 10,000 feet above the thousands of spectators who come to see their shows.








NAVY







Chuting Stars

"We are able to book the Chuting Stars or Leap Frogs at small air shows, scout jamborees, county and state fairs, places that wouldn't normally get Navy exposure," said Lieutenant Commander Ted Mitchell of Navy Recruiting Command's support department.

"When the Chuting Stars go to a local air show, for example, they receive a lot of publicity through local newspapers, radio and television. This publicity, combined with cooperation with local recruiters makes the parachute teams a very effective recruiting tool. They prove our point that 'It's not just a job, it's an adventure.'"

So a Navy parachutist is more than someone jumping out of an aircraft for a living. He's an expert in special warfare, a recruiter, a public relations man, and a very safety-conscious individual.

Still the question remains, why do people jump out of perfectly good airplanes? Team members have a standard answer, "There's no such thing as a perfectly good airplane, otherwise parachutes would never have been invented." But Quartermaster Second Class Dave Bach, in his second year with the Chuting Stars, offered a more plausible reason, "I do it because I love it."

Upper left: East and West teams join hands for the record 16-man jump.
Lower left: Crowds watch the progress of a Chuting Star who comes down to a perfect two point landing.
Below: Time to pack up and go home after another successful show.

Photos by JOC James Jones, RM2 Joe Lacaze and JO2 Bob Rucker



The New Parachutes

Today's sport parachute bears little similarity to the canvas, umbrella-like chutes used in 1783 by Louis Sabastien Lenormand for the first successful parachute descent. As a matter of fact, sport parachutes aren't round anymore: today they're rectangular, and they resemble the cross section of an aircraft wing. Instead of simply letting a chutist descend, these ram-air type canopies actually fly, achieving a forward velocity of 28 miles per hour.

Using two steering lines, the chutist maneuvers his ram-air canopy through loops, spins, and spirals by changing the shape of the chute.

This design makes these chutes highly maneuverable. The jumper can control the rate of descent, can make the parachute go into a spin (to rapidly lose altitude), stall, slow or speed up, fly into the wind, come straight down and finally come in for a perfect two-point landing on a predetermined spot. According to one jumper, "these parachutes can do anything except go back up."

A jumper learns to trust that 35-pound pack when it has broken a fall from thousands of feet hundreds of times. However, Senior Chief Goines said, "We have more than our lives dangling in front of those chutes, we have our reputations."

While the parachutes the team uses were still in the development stage, the manufacturer asked the Chuting Stars to try them. As a result of suggestions made by the team, many changes were made in the chutes before they were put on the open market.

"Evidently we have a good reputation in the field of sport parachuting," Goines said. "Skydivers know we complete quite a number of jumps a year and they respect our expertise."

Bearings

Nimitz Remembered



Admiral Harry D. Train II, Commander in Chief, U.S. Atlantic Fleet, reviews achievements of Fleet Admiral Chester W. Nimitz at a presentation ceremony aboard USS Nimitz. *Sculptor (Dr.) Felix Weihs deWeldon and* Nimitz *C.O., Captain J.R. Batzler, are seated behind Admiral Train.*

The memory of Fleet Admiral Chester W. Nimitz was honored recently with the unveiling on board USS *Nimitz* (CVN 68) of a bust in his likeness. Sculptor and painter Felix Weihs deWeldon, internationally recognized for his works depicting historic personalities, presented the bust to the crew of the nuclear-powered carrier. Captain J. R. Batzler, commanding officer of the 95,000-ton carrier, accepted the sculpture.

"It's an honor to present the bust," said Dr. deWeldon, who served on the aircraft carrier USS *Hornet* (CVS 12) during World War II. "Nimitz had a great gift of logic and was loved and respected by all."

Fleet Admiral Nimitz, who led the Navy to victory in the Pacific during World War II, recognized early in the war that the carrier would carry the brunt of offensive naval warfare in the Pacific. Later, in peacetime, as CNO, he supported the need for larger carriers.

According to deWeldon, whose other works include the Iwo Jima Memorial in Washington, D.C., and a bronze of the late President John F. Kennedy, the Admiral's humor and kindness is depicted in the eyes of the Nimitz bust. "I hope this memorial will remind all those who see it of the attributes which made Admiral Nimitz great."

Small Boat Regatta

For the fourth year in a row, the small boat crew of the fleet tug USS *Papago* (ATF 160) placed at the top in its class during the 1979 Warm Weather Small Boat Regatta held recently in the waters adjacent to Norfolk Naval Station and the Little Creek Naval Amphibious Base. This year, *Papago's* winning motor whaleboat crew earned overall top honors as well, thereby taking possession of Surface Force Atlantic Fleet's traveling trophy.

Class winners at the Naval Amphibious Base, in addition to *Papago,* were: USS *Hermitage* (LSD 34), personnel boat; USS *Boulder* (LST 1190), work boat; and Special Boat Squadron 20, using various type boats.

Class winners at the Naval Station were: USS *San Diego* (AFS 6), motor whaleboat; USS *Piedmont* (AD 17), personnel and utility boat; and USS *Vulcan* (AR 5), workboat.



The annual regatta emphasizes small boat seamanship, safety, material readiness and smartness. Before the course competition, which included landings at accommodation ladders, emergency steering drills and no-wake landings, competitors took a written test that covered rules of the road, general seamanship, emergency procedures and boat etiquette.

—JO1 Gene Driggers

Against the Odds

Winning the 1979 Edward F. Ney Memorial Award in the small mess afloat category didn't come easily for the crew of USS *Detector* (MSO 429). While the ship was under way in Long Island Sound last September, a fire broke out in the after engine room. Although the fire was extinguished in less than an hour, the ship had no electricity because of damaged wiring. Ship spaces, including the galley, were heavily smoke-damaged.

With the ship out of service and in the shipyard, *Detector's* crew worked for five days to return the galley to full service. Cleaning up and repairing the smoke-damaged spaces and making the ship ready for its initial Ney Award inspection took another three weeks of effort.

After passing that first inspection, *Detector*—commanded by Lieutenant Commander David Van Saun—was then inspected by members of the Navy Food Service System Office, which nominated the Naval Reserve Force minesweeper as one of the semifinalists in her category.

Conducting the final inspection, Ney Award team experts examined the food service records, menus and food preparation, inventory control and sanitation, declaring *Detector* the winner in her class.

The Ney Award is given for excellence in food management service by food service personnel who prepare and serve meals in the enlisted dining facilities Navywide. On *Detector,* that team is Food Service Officer Ensign Randall Maltbie, Mess Management Specialist First Class Otis "Pete" Lambert, MS2 Steve Wood, MS3 Scott Bernier, and MSSN Neil Williams.

Other Ney Award winners afloat are USS *Lockwood* (FF 1064), USS *Duluth* (LPD 6), and USS *Kitty Hawk* (CV 63). Shore winners are Naval Communication Area Master Station, EASTPAC, Wahiawa, Hawaii, and Naval Air Station, Patuxent River, Md.

Helping Hands



When USS *Sierra* (AD 18) put in to Mobile, Ala., last September, the crew found that Hurricane Frederic had left its mark. Frederic's devastating winds had laid waste in the city and it was in need of immediate aid.

Sierra, known since her 1944 commissioning as "The Ship with the Helping Hands," wasted no time in living up to her motto. Crewmen distributed food and clothing that had been donated by the Navy community in New Orleans and brought to Mobile by *Sierra.* Supplies were trucked to Mobile's dome-topped Municipal Auditorium where they were sorted and reloaded onto rental trucks for distribution at outlying areas.

Crew members also worked with the Red Cross and spent much of their liberty helping out wherever they could. Afterwards, Mobile Mayor Gary Greenough expressed his city's appreciation to the *Sierra* and its crew.

"*Sierra* sailors have done an excellent job at a particularly critical time," he said. "We didn't have the manpower to do what needed to be done. I don't know what we would have done without them."

Sierra, now undergoing a year-long overhaul in Mobile, once again proved she is "The Ship with the Helping Hands."

Bearings

Coconut Shuttle

"Coconut Diplomacy" was the name given to a unique enterprise carried out recently by the 7th Fleet ship USS *Rathburne* (FF 1057) in the Indian Ocean. During a port call to Diego Garcia, *Rathburne* took aboard 3,000 seed coconuts for transport to the island of Rodrigues located east of Madagascar. The coconut shuttle was part of a joint American-British effort to assist the citizens of Rodrigues in reforestation and agricultural development of their island. The coconuts should germinate and grow into palm trees.



Abounding with coconut palms, Diego Garcia produced some of the highest grade copra and coconut oil during the late 1800s and early 1900s. The island was a world supplier of those products during a time when coconut oil was a major source of lamp and heating oil.

Sky Warrior

Senior Chief Aviation Machinist's Mate Doyle D. Theesen received a plaque and personal congratulations recently from Chief of Naval Operations Admiral Thomas Hayward. Attached to the Commander Reserve Tactical Support Wing Detachment at Andrews Air Force Base in Maryland,



Chief Theesen has been on active duty for 35 years and stationed at Andrews since 1965.

The CNO presentation recognized Theesen's 8,000 flight hours and 20 years' experience in the A-3 *Skywarrior.*

PRO-Navy

Do you know someone who might be interested in joining the Navy? You can send that person's name to a Navy recruiter just by filling out a PRO-Navy referral card like the one shown here.

PRO-Navy (Prospect Referral Operation—Navy) is a new program designed to support the Navy's nationwide recruiting effort. Also, it will help thousands of young people who could benefit from Navy education and training opportunities. By filling out the card, you can help some of these people get in touch with the Navy.

PRO-Navy referral cards are being sent to Navy commands around the world. When completed, the cards will be sent to the Navy Opportunity Information Center (NOIC) in New York. A letter and a booklet describing Navy opportunities will be mailed to each prospect and area recruiters throughout the country will make personal follow-up visits.

PRO-NAVY REFERRAL CARD

COMMAND KEY CODE Q 667

FROM PERSONAL KNOWLEDGE AND/OR CONTACT, I BELIEVE THE FOLLOWING 17-27 YEAR OLD MAY BE INTERESTED IN ADDITIONAL INFORMATION AND MAY BE QUALIFIED FOR NAVY ENLISTMENT:

NAME _____ SEX _____
(LAST) (FIRST) (INITIAL)

ADDRESS _____
(NUMBER AND STREET)

_____
(CITY) (STATE) (ZIP)

PHONE NUMBER _____ DATE OF BIRTH _____
(AREA CODE AND NUMBER) (DAY, MONTH, YEAR)

SOCIAL SECURITY NUMBER _____ HIGH SCHOOL _____

DATE OF GRADUATION _____

PERSON REFERRING PROSPECT _____
(RATE / RANK, FIRST NAME, INITIAL, LAST NAME)

_____
(ORGANIZATION) (DATE CARD FILLED OUT)

Oklahoma City Comes Home

"Six days shalt thou labor and do all thou art able. . . . And on the seventh, holystone the decks and chip the cable," states an old seaman's catechism. The deck crew of USS *Oklahoma City* (CG 5)—decommissioned last month in San Diego—was perhaps the last in the U.S. Navy to know the full force of those words.

The cruiser's main deck was planked





almost entirely with teakwood. "Holystoning," the method of cleaning the decks with a long stick, a piece of "firebrick" (pumice used to insulate the ship's boilers), and plenty of scraping, is now only a memory to the some 550 officers and enlisted men who were with *Oklahoma City* during her final voyage home.

Leaving Yokosuka, Japan, where she participated in the Overseas Family Residence Program since 1968, *Oklahoma City* returned to the United States in November after conducting her last missile exercises with other Pacific Fleet units.

Oklahoma City was the last ship remaining of the big-gun, World War II type cruisers. She maintained a six-inch turret (the last in the Navy) and a five-inch mount forward. Her modern armament, a *TALOS* missile launcher aft, was the first such system ever installed and the last *TALOS* missile system used in the active fleet.

Originally commissioned a light cruiser in December 1944, *Oklahoma City* jointed the 3rd Fleet off Kyushu in time to participate in the Okinawa Campaign and the bombardment of Japan.

In 1947, the ship was decommissioned and spent over a decade "in mothballs."

With the introduction of guided missile cruisers, *Oklahoma City* underwent a massive reconstruction which changed her into guided missile light cruiser (then the CLG 5) in 1960.

A year later, she became the first combatant unit of the U.S. Pacific Fleet to successfully fire a *TALOS* guided missile.

During the Vietnam War, *Oklahoma City* provided naval gunfire support and served as a missile air defense ship in support of task force operations.

In the waning stages of that war, she participated in Operation Frequent Wind in April 1975. Twelve helicopters, landing on her flight deck alternately, landed 154 U.S. and Vietnamese refugees seeking safety. This action earned *Oklahoma City* the Meritorious Unit Commendation.

Two months later, the proud ship was redesignated guided missile cruiser (CG 5), as part of a redesignation program for certain Navy ships.

As flagship of the 7th Fleet for the past 11 years, *Oklahoma City* has shown the American flag in countries throughout the Western Pacific. Her crew earned great respect with their voluntary Civic Action Projects. Painting orphanages, repairing homes of senior citizens and planting trees in Taiwan, Korea, Indonesia, Thailand and Australia were just some of their goodwill projects.

Replacing *Oklahoma City* as flagship is USS *Blue Ridge* (LCC 19).

—By JO3 Mark Gilman



ALL HANDS

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Coral Sea

SIR: I have just read "The Battle of the Coral Sea" in your May issue. Such features reinforce our traditions that often appear to become lost in the excess of short-lived trends. We need more such articles concerning the history of our Navy. We can and must learn from the past.—CDR J. Michael Rodgers.

BT's Re-up

SIR: I'm aboard USS *McKean* (DD 784), homeported in Seattle, Wash. We have had eight BTs ship over and expect two more in a couple of months. I think our retention of this critical rating is worth mentioning to your readers. BTs deserve a little recognition. It's no wonder *McKean* is always ready and is the best ship in DesRon 37.—*BT2 Steven L. Dawson.*

F.D.R. It Is

SIR: In your article about Walter Hinton and the early days of naval aviation in the August issue I was greatly surprised at what I consider an oversight. Page 39 has a picture of the NC crews after the trans-Atlantic flight in which Walter Hinton is identified. Not mentioned, however, in the same picture, is the gentleman in civilian clothes, first row, second from right. I'll eat my hat if it is not Franklin Delano Roosevelt in his days as SecNav. How about it?—HMSC Joe N. Rodgers.

• *You're right about the photo—that is F.D.R., second from right, first row. At the time—during and just after World War I—he was Assistant Secretary of the Navy. His boss, then, was SecNav Josephus Daniels, second from left, first row.*—ED.

Navy Father Likes Us

SIR: If you will accept the compliments of a civilian on an outstanding publication—specifically your June issue that I just obtained at the local Government Printing Office—please accept mine. The whole issue, I thought, was of the highest professional quality both from a literary and photographic standpoint. Of particular excellence was the "recruiting story" (See "One Recruiter's Odyssey" June 1979 *All Hands*—Ed.). I'm sure no national magazine could improve on its quality or relevance. I should note, however, a possibility of prejudice on my part: my younger son, Rob, was recruited by the excellent Wheaton, Md., office as a member of the "Orioles Company" and is scheduled to complete boot camp next Friday. I am proud of him as well as appreciative of the efforts of the Navy recruiter.

Keep up the good work—I'm looking forward to seeing future issues.—Scott Logan, Rockville, Md.

Reunions

• USS *Rockwall* (APA 230)—Planning a reunion. Contact Donald J. Kusnir, 2140 S. Military Trail, West Palm Beach, Fla. 33406.

• Naval Test Pilot School—Reunion. To ensure your receipt of a Reunion/Symposium invitation, send your current address to: Administrative Officer, U.S. Naval Test Pilot School, Naval Air Test Center, Patuxent River, Md. 20670.

• USS *Little Rock* (CG 4/CL 92)—Reunion planned on board in 1980 at New York. Contact Al W. Kruedelbach, 8412 Jericho Way, Plain City, Ohio 43064.

• Naval Supply Depot, Mechanicsburg, Pa.—Trying to locate officers and enlisteds, who served between 1944-1946 for a reunion in 1981. Contact Paul Small, P.O. Box 9874, Philadelphia, Pa. 19140.

• USS *Cowpens* (CVL 25)—Reunion planned for former crew members. Contact John W. Riley Sr., RR #2, Box 27A, Clinton, Ind. 47842.



"Tango One—This is Zebra Four . . . making my attack . . ."



"Tango One—Zebra Four—Mission completed; target destroyed . . ."



"He sure has a ball when we shift the aircraft around."

Stern Shots

Most sailors are familiar with enlisted rating badges worn on the left sleeve. Warrant officer insignia are worn on sleeves directly above the stripes, on shoulder boards, and as collar devices. Identify the warrant officer devices below.

1. Repair Technician
2. Intelligence Technician
3. Data Processing Technician
4. Operations Technician
5. Engineering Technician/Nuclear Power Technician
6. Electronics Technician
7. Ordnance Technician
8. Air Traffic Control Technician

A.



B.



C.



D.



E.



F.



G.



H.



Answers: 1-E; 2-A; 3-C; 4-G; 5-B; 6-F; 7-D; 8-H.

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Chuting Stars • See Page 32

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in this issue:

Women Aboard Spear
R&B-Military Retirement

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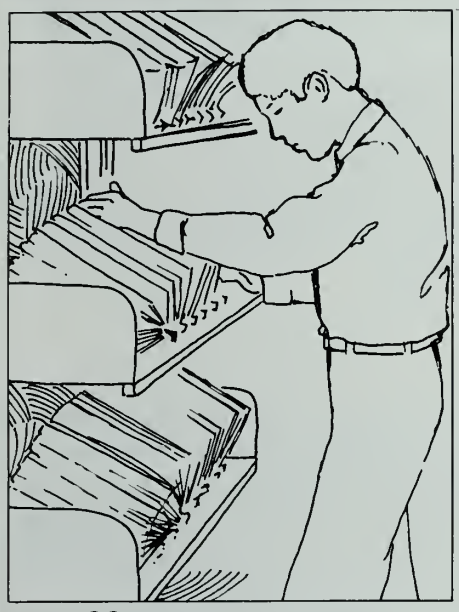


Madame Valéry Giscard d'Estaing, First Lady of France, presents a bronze commemorative medallion to QMC Murray White at the Elysee Palace in Paris. QMC White and eight of his shipmates, who also received medallions, were special guests of the French government during the recent visit of their ship, USS Comte de Grasse *(DD 974) to the port city of Brest.*

Lieutenants Robert Holt and Tom Corcoran, LTJG George Busse, ETCS Ken Campbell, STGC Kary Cattrell, STGI Will Casassa, CSM2 Joe Briggs, OS3 Dave Willey and Chief White were flown to Paris and treated to three days of sightseeing. (Photo: Présidence De La République Française—Service Photographique)



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ALL HANDS

MAGAZINE OF THE U.S. NAVY—57th YEAR OF PUBLICATION
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Back: Chief Boatswain's Mate Gerald Naylor's leadership shows concern for others. Front and back cover photos by PH1 Jim Preston.

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Currents

Navy Relief Society Carries Bigger Load

The Navy Relief Society's workload has increased 25 percent since 1978. The organization is financially sound and can handle the demand surge. Navy members and their families have a special relationship to this organization, and should support it any way they can. That's a summary of what Chief of Naval Operations Admiral Thomas B. Hayward said about the society in NAVOP 175/79. The society's greatest need is for additional volunteer workers to help process aid requests and provide responsive assistance to needs of Navy members and their families. ADM Hayward urged all commanders, COs and OICs to encourage members of their communities to join in the important and fulfilling work of taking care of their own. He also encouraged participation in advisory boards of local chapters of the society to promote good relations and communication between the society and the Navy. ADM Hayward cited the society's recent readiness to aid when it looked as though there might be delays in the Oct. 15 payday as an example of what the society is trying to accomplish, and called for steady and ongoing support of the Navy Relief Society.

Fleet Up By Two Ships—One Delivered Early

Two ships joined the U.S. fleet in mid-December in traditional commissioning ceremonies in Bath, Maine, and Pascagoula, Miss. The two ships joining the active fleet are the destroyer *O'Bannon* (DD 987) and the guided-missile frigate *McInerney* (FFG 8). With these two new additions, the total ship operating force will reach 532 (456 active; 52 Naval Reserve force; 24 naval fleet auxiliaries). The new frigate is being delivered to the Navy 11 weeks ahead of schedule by its builder, Bath Iron Works. According to Bath president, John F. Sullivan Jr., "The early delivery is a tribute to our shipbuilders and to expert direction from the Navy." He went on to say, "It is a superior ship class...expertly managed by the Navy, on time, within cost and exceeding performance specifications." *McInerney* is named for the late Vice Admiral Francis X. McInerney. He distinguished himself in the World War II Pacific Fleet actions in the Battle of the Coral Sea and in fierce torpedo and gunfire attacks in the Solomons. The ship is an *Oliver Hazard Perry*-class frigate. The principal speaker at *McInerney*'s commissioning was Secretary of the Navy Edward Hidalgo. Mrs. Joan McInerney Kelly, daughter of the late vice admiral, served as the ship's sponsor. The destroyer *O'Bannon* is the third Navy ship to bear that proud name. It honors Marine Corps hero First Lieutenant Presley O'Bannon who led Marines in a successful attack on Barbary Pirate Positions in Tripoli in 1805. Congressman J. Kenneth Robinson was the principal speaker at the ceremonies while Mrs. Robert H. Barrow—wife of the Commandant of the Marine Corps—was *O'Bannon*'s sponsor. The new *O'Bannon* is a *Spruance*-class destroyer.

Giant Christmas Card from Chicago

More than 15,000 citizens of Chicago personally signed a giant Christmas card to U.S. sailors in the Indian Ocean Task Group who could not be home for Christmas due to the crisis in Iran. First to sign the card—which was available for public signing in the lobby of Chicago's City Hall—was Mayor Jane M. Byrne. "This unique Christmas greeting will be one way the people of Chicago can express their thanks to these young men and women who won't be home with their families," she said. Twenty-three surface ships, with more than 18,000 U.S. Navy sailors aboard, were deployed during Christmas to the Indian Ocean region.

Credit Plan OK'd for Yokosuka Exchange

Authorized patrons of the Navy Exchange in Yokosuka, Japan may now purchase certain categories of items on a deferred payment or credit plan. The plan was introduced in Yokosuka in mid-November, and if it proves successful, it will be extended to other overseas exchange facilities as well. Items covered by the deferred payment program are: clothes, household goods, furniture, audio and photo equipment, jewelry, auto tires, parts and repairs and home heating oil. There is a $50 minimum purchase requirement, and the goods must be paid for within 12 months, or two months before the purchaser departs from the overseas location. There is a monthly interest charge of 1 percent of the unpaid balance. Credit limits are based on individual customer's uncommitted income. The top credit line of $1,000 is based on $300 of uncommitted income per month. Lesser uncommitted income levels would qualify for lower credit limits.

NJROTC— A Second Career



Retirement at the end of a 20- to 30-year Navy career doesn't necessarily have to mean the end of naval service. The NJROTC program, hosted by senior high schools throughout the country and in Guam, provides a great second career for former military personnel. The program employs a minimum of two instructors at each school. Naval science instructors (NSI), who must have a baccalaureate degree, are former commissioned officers—W-2 to O-6—and assistant naval science instructors (ANSI), former enlisted members—E-6 to E-9 and W-1s—must have high school diplomas or equivalent. Curriculums taught include citizenship, leadership, naval history and orientation, basic seamanship and navigation. Minimum salaries are at least equal to the difference between the NJROTC NSI's or ANSI's retired pay and active duty pay and allowances, excluding incentive pay. Individual instructors may negotiate with the school for additional pay or fringe benefits. Applicants must be certified by the Chief of Naval Education and Training, have at least 20 years of active service, and have been retired within three years when they apply. Active duty personnel are not to apply for NJROTC teaching positions more than one year prior to their anticipated separation from service. For more information, write: Chief of Naval Education and Training (Code N-16), Naval Air Station, Pensacola, Fla. 32508.

Women To Be Eligible for Active Duty LDO Program



The Navy has announced plans to open the active limited duty officer (LDO) program to women. The program will be open for female applicants starting with the FY 81 procurement cycle. For the first time since the LDO program was established in 1948, female CWOs and senior petty officers will be able to compete for LDO appointments. All enlisted applicants must meet the minimum requirements of eight years naval service and be serving in paygrades E-6 through E-8. For FY 81, the Chief of Naval Personnel has approved a one-time waiver of the maximum paygrade and time-in-service requirements for female applicants so that women who are E-9s or have more than 16 years' service will be afforded the opportunity to compete for an LDO appointment. All interested individuals are encouraged to see their career counselor and examine NAVMILPERSCOMNOTE 1120 of 29 November 1979. This note contains details on the active and inactive LDO and WO programs for FY 81.

CNO Announces Objectives to Start 1980s

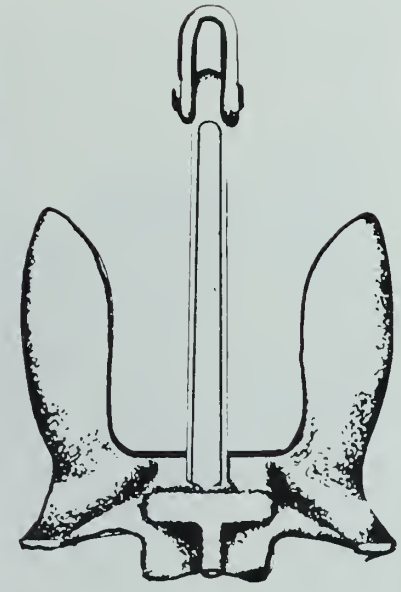


Chief of Naval Operations Admiral Thomas B. Hayward has announced his objectives for 1980. In a memo to flag officers, unit commanders, commanding officers and officers in charge, ADM Hayward said his objectives were all directed toward one goal—running the Navy the right way. Retention continued to receive CNO's number one emphasis, with several goals for the Navy to accomplish internally and other items for outside action being announced. ADM Hayward called on Navy people at all levels of the chain of command to inspire more satisfaction and pride, and reaffirmed his determination to obtain more equitable compensation for Navy people. Citing 1979 as a good year in ongoing efforts to make the best use of the assets the Navy has, ADM Hayward stressed the importance of anticipating the effects of inflation in order that we might execute the FY 80 program with maximum efficiency. In addition, ADM Hayward emphasized plans and programs to upgrade officer and enlisted professionalism and continue strong efforts in the area of people programs which offer all Navy people equal opportunity and realize their value to the Navy. Turning to moves directed at streamlining operations and increasing fleet readiness, CNO directed strong efforts be made to reduce administrative burdens on operating forces, noting the strides already made have not totally filtered down the chain of command. Discussing the "One-Navy" concept, ADM Hayward indicated his ongoing support for a strong Naval Reserve, including seeking funding support for new construction Naval Reserve force ships. CNO concluded by directing renewed efforts on improving perceptions of the Navy. He called for a unified voice on issues of vital importance, and efforts on everyone's part to reduce waste or excess costs. Commanding officers at all levels have been directed to give CNO objectives high priority in 1980. They will have the important task of applying these goals within their commands and of familiarizing all hands with the details necessary to meet these objectives.

In Brief . . . .

Paydays Assured for Military. . . . House and Senate conferees agreed on language for a second continuing resolution to replace the one which ended Nov. 20. This resolution will remain in effect until enactment of the FY 80 DOD Appropriation Act and the FY 80 Military Construction Appropriation Act, or until the end of FY 80 (Sept. 30, 1980). This action assures regular military paydays and ongoing operating expenditures.

Antarctic Postmarks Available. . . . Stamp collectors can get Antarctic postmarks and Amundsen-Scott South Pole and McMurdo Station cachets. A maximum of two envelopes may be sent, with correct domestic postage (or U.S. postage at international rates for overseas addresses) affixed. Leave sufficient space for station cachets (stamped designs) on the lower left-hand front of return items. Clearly mark your submissions "McMurdo Station" or "South Pole Station" on the outside envelope, and mail to: Philatelic Mail Clerk, Box 700, McMurdo Station, U.S. Naval Support Force (Antarctica), FPO San Francisco, Calif. 96692.



PAC Fleet Golden Anchors. . . . Pacific Fleet winners of the FY 79 Golden Anchor Award have been announced. The award recognizes outstanding programs and accomplishments in one of the Navy's most important endeavors—retaining trained, experienced petty officers. The best in FY 79 were: USS *White Plains* (AFS 4); USS *Whipple* (FF 1062); USS *Pluck* (MSO 464); Seal Team One; USS *Kitty Hawk* (CV 63); VF-161; HC-3; NAS Agana, Guam; Fleet Activities Yokosuka, Japan; SRF Subic Bay, R.P.; USS *Thomas Jefferson* (SSBN 618); USS *Hunley* (AS 31); FLETRAGRU Pearl Harbor, Hawaii; NMCB-4; FACSFAC San Diego, Calif. The FY 79 Golden Anchor Award presented to NMCB-4 is the second consecutive retention kudo for that unit.

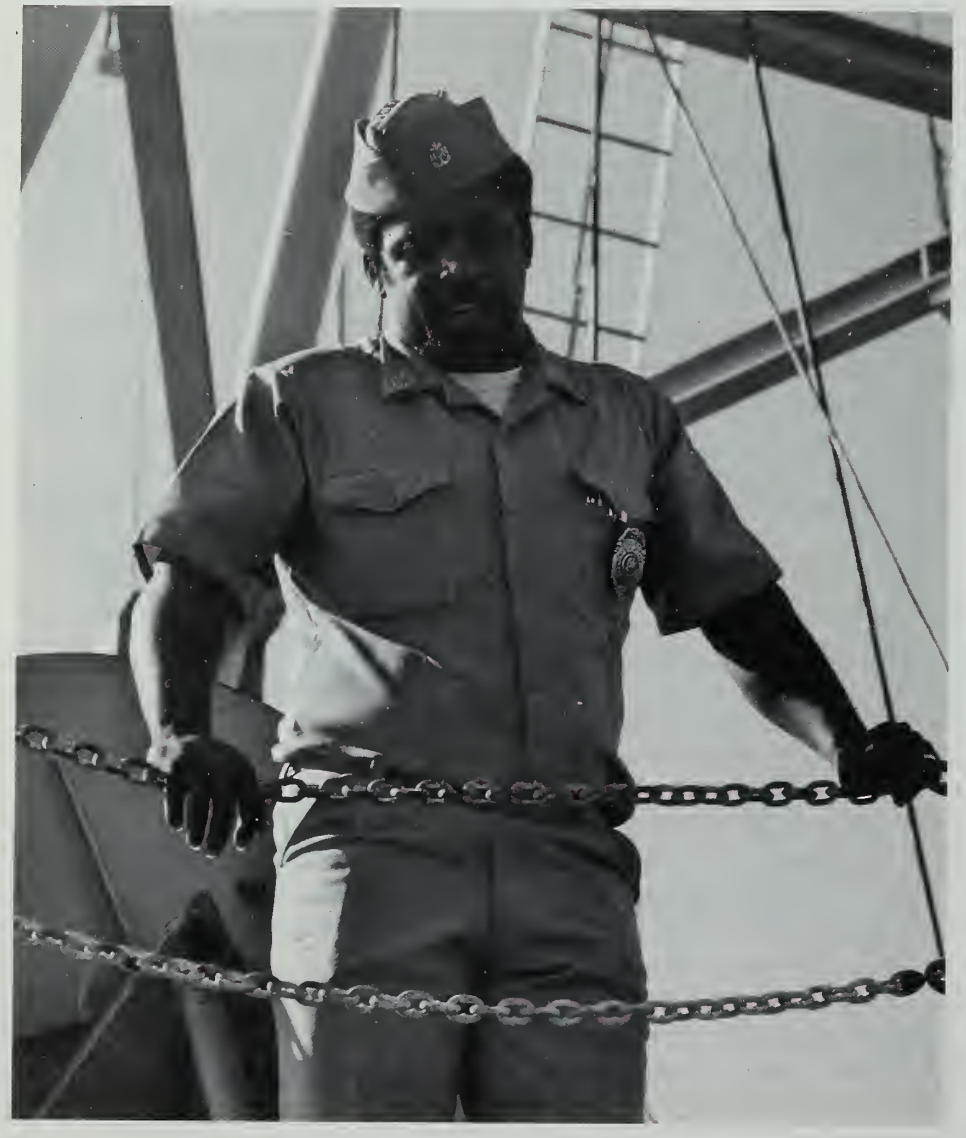
Wounds received from a terrorist attack on Dec. 3 at Sabana Seca, P.R., didn't prevent Cryptologic Technician (Technical) Second Class Cynthia C. Edwards from continuing her naval career.

On Dec. 18, CTT2 Edwards reenlisted for four years during ceremonies at the Naval Security Group Activity, Sabana Seca. That was only 13 days after receiving the Purple Heart for gunshot wounds suffered during the attack in which two American sailors were killed and 10 others wounded.

A native of Monroe, N.C., CTT2 Edwards reenlisted under GUARD III for orders to the Naval Security Group Activity, Fort Meade, Md., and will transfer there this month.

BMC Gerald Naylor

"People Open Up To Me"



The golden anchor on his cap shines in the sun as he reflects upon his past: "When I joined the Navy, I really just wanted to get away from home and do some traveling. You know, the regular reasons. And during that early time when I was puttin' in my duty as a mess cook, I'd hang around and listen to what people were saying about the Navy."

Chief Boatswain's Mate Gerald Naylor breaks away from his recollections long enough to bark an order in the direction of two sailors. They were fighting with a huge white python passing itself off as a harmless length of rope. He is the chief master-at-arms of the fleet tug USS *Shakori* (ATF 162) at Little Creek, Va. and also the senior enlisted adviser. Chief Naylor is a busy man, and he loves it.

"Anyway," he concludes, "I decided the young ones like me didn't know what they were talkin' about because they hadn't been around long enough to know. I liked what the career guys had to say—so I stuck around."

The 33-year-old veteran of 15 years who grew up in the countryside of Frederick, Md., "stuck around" through shore duty in Newport and sea duty with two ships: USS *Corry* (DD 817) and USS *Newport News* (CA 148). He went on to the nation's capital for

three years as a recruiter before serving as port liaison officer in Bahrain, off the Saudi Arabian coast. There, he advanced from E-5 to chief before reporting to *Shakori* last year.

Aboard ship, his awareness goes beyond the mere physical presence of his men and the tasks they perform. This awareness considers the personalities involved as well. He's a leader who answers the demands of his position—a position that calls for competent leadership and responsibility.

"I don't like to dictate to my men," he says, and spreads his hands over a large pile of coiled line. "Telling them to go do this or go do that without any reason attached just doesn't cut it. I'm the kind who's gotta get in there with 'em. Personal involvement...." His voice trails off. Something aft has caught his attention. His eyes record the incident, then turn back again.



"See, I figure if I actually show someone what to do the first time, then the job's bound to be done right." Then he smiles. "But sometimes they forget and you have to show 'em again."

Not afraid to get dirt on his hands, the chief can be seen frequently doing a job right alongside his men, providing direction through action.

And he's not afraid to admit he needed some direction himself, because as a high school dropout he didn't know what the next step in his then-uncertain life would be. Chief Naylor's story of "how I joined the Navy" sounds like many, but the approach he takes toward his duty is notably his own.

As a recruiter in Washington, D.C., Naylor "laid it on the line to the ones I spoke to—told 'em exactly what shipboard life was going to be like." Four or five sailors are busy swabbing *Shakori*'s deck. They certainly know what shipboard life is like. "Because you see, I was always assuming that one of these days I'd meet up with some of these guys I was recruiting. So I'd be sure to give 'em an honest picture of what to expect.

"At the same time, I'd think to myself: 'Is this the kind of person I could see myself working with aboard ship? Would I want to work with him if he was assigned to my section, or not?' " A maxim of Navy life holds true in recruiting, too: You've got to get along with the people you work with.

"So if I thought some guy wouldn't be good for the Navy, if I couldn't see myself working with him, then I'd steer the man back to where he came from. Navy people have to adapt to changing situations more often than other people, because of this transitory way of life we've got. The Army and Air Force are a lot more stationary in their lifestyles."

While looking for flexibility in recruits, Chief Naylor also noticed that the Navy was taking a more open-ended approach toward placing recruits into jobs. "Most of the time, when a person comes in, the big reason he wants to join is the educational opportunities—at first.

"But sometimes after doing some talking, you get the feeling he isn't sure about what he wants to be educated for. Maybe he just wants to travel for a while. So sometimes it's better to let the guy go to sea first instead of pushing him into an 'A' school he might not really want. We find that this kind of thing has happened a lot, which is why the Navy is affording more chances all the time for lateral conversion."

As two more sailors start another round with the white-rope "python" on deck, the chief says, "In the service, you can set your own pace for the achievement of goals. But it's not a bad idea to be sure those are the goals you want to go after."



A first class petty officer climbs a ladder and discusses an idea for correcting a technical problem aboard *Shakori* with Chief Naylor. The chief listens and nods his head. The plan sounds good to him and he smiles about life on the fleet tug as the first class rushes away, armed with his superior's approval.

"We do everything we possibly can to keep improving this tug and the morale of its crew." A length of chain grows taut between the grasp of his two fists. Someone ashore rides a bicycle near the dock area where the tug is berthed. Naylor's eyes fasten on the spinning wheels that sparkle in the Virginia sun. The subject of morale fills his mind.

"Normally, you can tell when there's a morale problem. If you're sharp, you start catching some signals —the quality of work that goes on, or how the crew is functioning together. It

isn't always easy, but you can actually see the changes in morale. By paying attention to the little details in behavior, like, at what point does a guy lose his temper? Is it at the same point now that it was a month ago? Or how about the attitude he carries around with him? What's the man's present attitude compared to the way it used to be?"

"We hold group meetings with the first class POs and chiefs. We talk about the things we can do to make the morale of our ship—this tug of ours—better. And then we do it. No sense talkin' about it if you don't go ahead and do it.

At sea or in port, maintaining the crew as a stable and effective working unit is to a great extent Gerald Naylor's responsibility. It's a vital one which is amplified by his additional role as senior enlisted adviser. It's a key position in the hierarchy of ship's morale. And it's a role he performs more than adequately.



"Free-lance," he says, propping his head up on one fist. "That's how I describe my attitude toward life. I've got my own definite way of thinking, but I'm always available to the thoughts of others. Ever since I can remember, people have always had a tendency to open up in their conversations with me and talk about problems they don't broadcast to others. As the senior enlisted adviser here, I don't have to encourage discussion—it just happens.

"As a result, I've learned to be a real good listener. Because usually, that's all it really takes—very little talk from me most of the time. The guy who's talking to me already knows the answer to his problem. He just needs a push in the right direction, and that's where my 'advising' comes in; that's where it's important."

He walks slowly across the deck. His eyes take in all that's going on. They're the type of eyes that look as though they could examine the pattern of a few brushstrokes on a wall and come up with a dossier on the painter.

"A lot of the problems I hear about are like the ones I had when I was younger. Sure, I got married as a seaman and experienced a few financial problems. But I found the best way to defeat those problems and others like them was to make sure my wife and I understood each other, and dealt effectively with our marriage."

He cranes his head skyward for a moment; the sun has begun its descent over Little Creek, home of the *Shakori,* 34 years old last December. "But I don't try to relate my own solutions to the problems of these men. I've found that it just doesn't work that way and usually makes things worse."

Chief Naylor isn't the man to offer prescriptions for the cure of life's ills; he knows better than that. He knows

the sailors who come to see him are going to do as they please, regardless of what he says. But he also knows the issue isn't really advice; it's being able to provide a counterpoint to another's existence—to be a yardstick by which the other person can measure his own decisions.

"I don't consider myself some kind of father figure, but I am older and more experienced. It gives these younger guys something to look at while they're going through the same kind of changes.

"But most definitely, the biggest part of being a senior enlisted adviser is



helping the commanding officer to stay in touch with his crew. He can't be expected to have direct contact with them all the time, and this is where I come in." He gazes down into the water where the tide is coming in.

"I facilitate his contact with the crew by playing the 'middle man' of sorts. Someone talks to me about his difficulties, and then I take a long, hard look. Are there personal feelings involved in this area that are impeding this man somehow? Does a problem really exist? Is it his mind or someone else's? If it doesn't exist, what's the reason behind the man's claim—why does *he* see a problem when I *can't?*

"I sort the thing out and then turn around for a talk with the captain. We discuss the very root of the matter—the part that actually exists. Then we work on a solution."

He walks the length of the ship he strives to perfect, improving its crew while improving himself. The constant shift of his eyes up and down the tug's deck betrays this basic fact of his professional life: nothing is more important than *Shakori*, and won't be until the day when the ship is decommissioned and its crew is transferred elsewhere on the 29th day of this month.

The man who walked away from high school as a teenager got his general education and development (GED) diploma a long time ago. It was part of the picture he saw for success in the Navy, a picture he's been painting ever since.

This year, Gerald Naylor applies for acceptance into the warrant officer program. If that doesn't work, he'll continue on the road to master chief, a rank he's confident of achieving within the next five or six years. Confidence is the key to any success story; it's one of the words that best describes him.

"I've always pushed myself—always had this attitude about wanting to succeed and do it as fast as I possibly can," he says. "But I've received a lot of help along the way. Voluntary responses from people around me—pushing *me* in the right direction with their own good will. People have always been willing to help."

BMC Naylor continues his walk on the fleet tug's starboard side, but his presence covers the entire ship. One could say he was just "a regular guy"— a regular guy who loves his job, deals honestly with people and his responsibility to others. A regular guy who's harnessed his own desire for success to his natural abilities and come up with an existence full of meaning.

Which really isn't all that regular.

— Story by JO2 P. M. Callaghan
— Photos by PH1 Jim Preston



The Big Countdown



American households in many parts of the world soon will be asked to contribute to one of the largest peacetime efforts ever mounted—the 1980 Census. It begins April 1.

The United States Bureau of the Census will count residents in the United States, Puerto Rico, the Virgin Islands, Guam, American Samoa, and the Trust Territories of the Pacific Islands. Census questionnaires also will reach Navy people wherever they are—serving aboard ships, living in barracks or military housing, or residing overseas.

On or about March 28, four out of five households will receive in the mail the Census Bureau's short questionnaire with its 19 questions. The remaining households will receive the longer version with 46 additional questions.

By the time the last person is counted sometime during the summer of 1980, the Census Bureau will have reached an estimated 222 million residents and 86 million housing units and gathered more than three billion answers.

Never in the history of the census, which has been taken every 10 years for the last 190 years, have findings played as important a role in American life as they do today. Since the 1970 census, Americans have gone through dramatic changes in many aspects of their lives—housing, energy use, occupation, income, and commuting habits, to name a few. The 1980 census results will provide meaningful data that will benefit every American.

Besides measuring how well the nation is doing, and helping private and public officials decide how and where to spend billions of dollars, the census will provide a basis for reapportioning seats in the House of Representatives. Recent population estimates by the Census Bureau suggest that extensive redrawing of district boundaries will be necessary after the 1980 census. California, Texas, Florida, Utah, Oregon, Tennessee, Washington and Arizona may gain one or more seats, while New York, Ohio, Illinois, Pennsylvania, Michigan and South Dakota may lose seats.

A number of innovative methods will be used during the 1980 census to obtain the best possible count. Houses reported as vacant will be double-checked and census takers will be placed in all-night movies, taverns, and on street corners in major urban areas to find the uncounted.

The Census Bureau also has made an unprecedented effort to prepare a complete list of mailing addresses to assure that every household receives a questionnaire.

After answering the census questionnaire, recipients should either mail back the form on April 1 or hold it for a census taker to pick up, depending on the instructions supplied with each form. One out of every 10 households, mostly in sparsely-settled areas in the Western half of the nation, will be visited by census takers who may ask additional questions when they pick up the census questionnaire.

It is estimated that $2 million will be shaved from the cost of the census for every 1 percent of the nation's households that promptly mail back fully-answered questionnaires.

Federal law requires everyone to answer the census; it also protects the confidentiality of personal information. The only people who can see an individual's replies are census employees, who are sworn to secrecy under threat of a $5,000 fine and five-year prison term. In the 50-year history of the modern census confidentiality law, landmark court rulings have continually upheld the Bureau's refusal to release such information, even to the Secretary of State, the Attorney General, or to corporations involved in litigation.

Concern is often voiced about why particular questions are included in the census. For example, one question asks about plumbing facilities. Why? Because, for several decades, plumbing facilities have been an important indicator of housing quality. More than half the questions asked in the 1980 census focus on the nation's 86-million housing units—their condition, their value, home energy usage and other subjects of statistical importance for the planning and management decisions that confront government and the private enterprise system. The adequacy of plumbing facilities is a key factor in determining which communities receive federal housing assistance funds.

In addition, answers obtained from the 1980 census will help determine the allocation of federal funds to provide more jobs, help for abused children, crime prevention assistance, extra teachers and upgrading of federal highways.

On a more local level, census data will give information about the number of working mothers, median family income and the ages of children. This information will help locate areas in need of private day care centers.

For the 1980 census to record accurately the ethnic, economic and social status that's continually changing within our society, every person must consider it his or her duty and obligation to take part. Stand up and be counted. ⚓



Women Aboard Spear

When USS *L. Y. Spear* (AS 36) heads out to sea, wives and girlfriends aren't the only ones waving farewell from the pier. Husbands and boyfriends of 94 enlisted women and four female officers serving aboard the Norfolk-based attack submarine tender wave goodbye as well.

Home for more than 40 officers and 1,000 enlisted men and women, *Spear* is one of five Navy ships that includes women as part of the ship's company. Women first reported to *Spear* in October 1978 when the law prohibiting the assignment of women to fill sea duty billets on ships, other than hospital and transport ships, was amended. They weren't the first women to report to a Navy ship since the new law took effect—that distinction belongs to the women aboard USS *Vulcan* (AR 5)—but they were part of approximately 400 Navy women who made history by being among the first on board ships in fiscal year 1979.

As Yeoman First Class Ruth Deussen, a repair administrative assistant said, "We weren't first—we were second. By the time we reported to *Spear,* a lot of the novelty had worn off."

For most of the women, missing out on much of the publicity surrounding women aboard Navy ships hasn't diminished their overall enthusiasm about being with *Spear.*

"You get a little tired of the publicity. Instead of letting you do your job, someone keeps shoving a microphone in front of you, asking you what your job is," said Electronics Technician Second Class Kathryn Anderson.

Spear provides mobile facilities, support and service to nuclear subs. Working around the clock, the ship serves as a floating industrial-maintenance complex complete with a computerized supply center, ammunition storage and repair shops.

Personnelman First Class Vickie Williamson said, "For me, the most exciting part of being here was the feeling I got when I walked up the gangway for the first time. I felt the same way when I graduated from boot camp. It's a good feeling knowing you're helping to shape history."

Talk among *Spear's* women centers on work and how they adjust to life on a ship. Although competition does exist between the sexes, its importance is played down by most women.

"The guys I work with don't push me to carry more than I can handle," said Engineman Fireman Marie Sande. "There's no reason for me to strain myself trying to prove something. If I get hurt, they know they'll be shorthanded."

Most women working with men find acceptance once the ground rules are worked out. Electronics Technician Third Class Valerie Burch said, "I set them straight right off. If something was said or done that I didn't like, I told them. They're considerate of me and I don't try to outdo them."

Refuting the idea that women can't handle their fair share of work on a ship, Seaman Sheila Dowling, a food service attendant, said, "Maybe women can't do some jobs as quickly or maybe we can't carry as much, but little by little, we get the job done. There are some guys who have a hard time with the physical work, too."

Getting any job done means pitching in, not resorting to tears in hopes that the men will do the task. "Some of the guys are afraid we'll shirk our responsibilities by playing the helpless female who bats her eyelids or cries," said ET2 Anderson. "We wouldn't be here if we resorted to that kind of behavior."

According to ENFN Sande, a better tactic when a tough job comes along is a sense of humor. "I started off one day feeling really good. I put on a nice, clean, starched uniform and even a little makeup. We were disconnecting the outlet lines in a submarine. The guy I was working with figured the lines were clean but told me to hold a plastic bag underneath just in case. The next thing I knew, I was wearing eight gallons of very warm oil—it was running all over me. All I could do was laugh."

Getting used to shipboard routine and even finding your way around takes

Navy women meet the challenge of life at sea in traditional and nontraditional roles.









A break gives SN Jolene Schira and DP3 Karan Miller time to exchange a few sea stories.

time and practice. For many women, these adjustments aren't any different from those which have to be made by men reporting to their first ship.

"Men come here from boot camp just like women do. I came on board not knowing anything about compartment numbers, different drills or shipboard routine," said Seaman Mary Kathryn Pence. "How do you learn? Just like everyone else—get lost, ask questions, and pay attention. We all have to learn together, so it isn't that much different for women than for men."

"Actually, women have it easier than men. Men are more willing to help a woman than another man; as women, we're more supportive of each other," said ET2 Anderson.

Finding your way around is only half the battle. "When your division officer tells you to get something, you have to learn your way around," said Interior Communications Technician Third Class Debbie Hughes. "You figure out what compartment numbers mean but more importantly, you learn the slang."

While most sailors learn all things eventually, women find the berthing arrangements take a little longer to get used to—still, the only major difference between male and female berthing areas is in the heads. Some plumbing modifications were made but just because a compartment houses women, it doesn't guarantee women any special privileges. They found that no satin sheets, colored towels, or personal pictures grace the sleeping compartments. Just plain Navy issue is the rule for all from sleeping quarters to uniforms. Besides, decorating isn't allowed because of shipboard fire regulations.

Instead of conventional bunk beds, Navy racks are stacked three high with a storage area under each mattress. That small storage area is part of the reason why all that time in boot camp was spent teaching recruits how to fold and stow clothing.

"For older people, it's harder if they don't live off base," said YN1 Deussen, a Navy woman with 12 years in. "First and second class petty officers have been in longer and make more money so they have more household goods and personal possessions. With sea duty, you don't have room for those things, so into storage they go. You don't know when you'll see them again. It's a real letdown for someone who had a nice, two-bedroom apartment to find herself stuck with a two-by-six rack and two lockers."

Aside from the cramped quarters, some women complain about the lack of privacy and noise. But ET3 Burch still looks on her experiences from the bright side. "Sea duty is an experience that everyone in the Navy should go through. You learn to adapt. It's not that hard. Women have a lot of give and take. If you're considerate, others will be considerate, too."

Sea duty and seasickness may not be as closely related as one might think. Although some women—and some men—confess to "turning green" when *Spear* goes out to sea, remaining tied up dockside is an advantage. "There's not much movement and what is there lulls you to sleep. This is a comfortable ship," said YN1 Deussen.

But going to sea is the part that Dentalman Teri Peterson looks forward to. "I turned down a billet in Hawaii to come to *Spear* and I love going to sea."

Most non-rated people reporting to their first ship—women included—start out in the first lieutenant's department.

These are physically demanding jobs that few people like. They are jobs that must be done, however, so for six months or longer, seamen handle the load. But life in the Navy on board ship doesn't deadend for a person assigned to mess cooking or to the deck force. They usually complete courses for another rate and eventually move up the ladder.

Some mess cooks may not especially like the jobs but the crew in general finds little to complain about the food mess cooks help prepare and serve three times a day, seven days a week. Whether it's working up an appetite or working another meal off, adjusting to good food is the easy part; pushing away from the table when that food is almost too good is harder. "The food is great," said YN1 Deussen. "In fact, we hear more compliments about how good the food is than about anything else."

Most women on board *Spear* see their experiences in a positive way. Chief Storekeeper Lois Baldwin, a supervisor in the ship's supply center, said, "To me, the Navy is ships. Being part of this one helped me make chief. Even though the experience came a little late in my career, I haven't been disappointed."

By 1984, many more Navy women will have their chance at sea duty. It is planned that about 3,500 women will be assigned to about 50 Navy ships. The latest Navy ship receiving women on board was the repair ship USS *Jason* (AR 8). *Jason* received its first contingent of enlisted women in January, joining the four female officers already aboard. The officers reported aboard *Jason* during its latest Western Pacific deployment.

By counting themselves among the first women to go to sea, the women of *Spear* have made history. They continue to break other barriers when they're among the first women to tell their own sea stories.

— Story by JO2 Barb Tein-Geddes
— Photos by PH1 Jim Preston





The Only Admiral of the Navy

The Navy has an impressive list of heroes—John Paul Jones, Oliver Hazard Perry, and David Glasgow Farragut—officers who won their claim to fame by scoring decisive naval victories. But only one on that long list held the unique rank of Admiral of the Navy. This rank, created by congressional action in 1899, was awarded to George Dewey— the only Admiral of the Navy.

Under Dewey's leadership, Americans won the battle of Manila Bay without a single loss of life. That battle helped hasten the end of the brief Spanish-American War of 1898 but it was also the climax of George Dewey's Navy career, one which spanned more than 60 years. He served on active duty, beginning as an acting midshipman at Annapolis in 1854, until his death in 1917.

In his boyhood, imagined battles occupied his mind while acting out the exploits of his hero, Hannibal, on the fields near his home in Montpelier, Vt.

George Dewey was born Dec. 26, 1837, the third of four children of Julius Yemens Dewey and Mary Perrin Dewey. His father was the local doctor and later founded the National Life Insurance Company; his mother died when he was five years old.

Dewey was a typical 19th-century boy remembered for his pranks. He staged one-man amateur shows in his father's barn but these had to be cancelled because he used live ammunition in his acts. He held the record among neighboring boys for holding his breath the longest underwater. That ability was tested when he tried to cross nearby Onion River with his father's horse and buggy; the current was too swift and the buggy capsized. Dewey and a friend barely made it to shore along with the horse.

His father, with whom he had a very close relationship, wasn't too amused with the incident. When his father came into his room to rebuke him for his foolishness, George retorted through chattering teeth that he was lucky he was alive.



Left: Dewey's flagship, USS Olympia, *as painted by Frederick L. Beaver, Naval Reservist, high school teacher, and an accomplished Pennsylvania muralist.* Olympia *can be seen today in Philadelphia. Right: As the only Admiral of the Navy, George Dewey poses in full dress uniform.*

School teachers passed through Montpelier's system quicker than did the students. George did more than his fair share of helping them along. But one schoolmaster, Z.K. Pangborn, refused to bow to pressure. Taunted into a snowball fight with Dewey and his cohorts, Pangborn lost the first battle when the boys ganged up on him and rubbed his face in the snow. The next day, Pangborn called Dewey up to the front of the room and demanded an apology. George's laughter at such a suggestion stopped abruptly with the crack of a rawhide strap across his shoulders. Other

classmates jumped into the fracas to defend George, but they retreated quickly when Pangborn flattened the first defender with a hickory board.

George ceased to be a disciplinary problem thereafter. "I thanked Mr. Pangborn for making a man of me," he said. "Had it not been for him, I would be in the state prison."

It was this incident and others like it that prompted Dr. Dewey to send his youngest son to a military school, Norwich University. Norwich was the starting place for Dewey's association with the military. Later, he had ambitions to attend West Point but when no appointments were available from his home state, he decided on the Naval Academy at Annapolis, Md.

Disappointment set in when the initial appointment was given to another Vermont boy—George Spaulding—and Dewey accepted the alternate spot. Dewey was, however, to enroll at Annapolis—Spaulding's mother decided her son was better suited for the ministry.

In the fall of 1854, the Academy was a tiny facility with few instructors and even less reputation. Secretary of the Navy George Bancroft founded the Naval Academy less than a decade before, but the idea of a school to train naval officers hadn't been accepted by the vast majority of sailors who learned their trade at sea rather than at school.

A midshipman's life was far from glorious with difficult academic courses, strict discipline and virtually no social life. Hazing was common. Studying wasn't Dewey's forte; by the end of his first year, his marks weren't any cause for celebration. He remembered his father's words, "George, I've done all I can for you. The rest you must do for yourself." Buckling down in the three succeeding years, Dewey graduated fifth in a class of 15—all that remained of the original 60.

Upon graduation, Dewey's sea career began with a Mediterranean cruise aboard the steam frigate, *Wabash.* With the outbreak of the Civil War on April 12, 1861, Dewey was a 23-year-old lieutenant serving as executive officer under David Glasgow Farragut in the *Mississippi,* a paddle-wheeled, steam-powered frigate.

His first taste of battle came with the blockade of New Orleans. Dewey valued his association with Farragut. Thirty-seven years later, just before the battle of Manila Bay, he asked the rhetorical question: "What would Farragut do?"

Dewey saw action aboard six different ships in four major campaigns. Following the war, he was promoted to lieutenant commander.

In the years immediately following the Civil War, Dewey's duty assignments were routine, except for one at Portsmouth, N.H., while serving aboard USS *Agawam,* when he was arrested.

The arrest occurred at the Navy Yard in Portsmouth. *Agawam* was being refitted in drydock but she slipped her moorings and started drifting out to sea. Dewey ordered a civilian dockworker to lend a hand. The worker told him he didn't take orders from any officer. At that, Dewey lost his temper, punched the man and wound up in civil court charged with assault. He was released after paying a fine and court costs.

During this same period he met his wife-to-be. A local girl, Susie Boardman Goodwin, the daughter of Icabod "Fighting" Goodwin, was forced to choose between Dewey and Commander A.C. Rhind, commanding officer of *Agawam.* Susie chose George and they were married Oct. 27, 1867. With his wife, Dewey left on his next assignment as an instructor at Annapolis.

Their marriage lasted only five years. Susie died soon after delivering Dewey's only child, George Goodwin Dewey. Grief stricken, Dewey departed for sea duty leaving his son in the care of his wife's parents.

Most men attain their greatest achievements between the years of 30 and 60, but for Dewey, these years were a constant source of frustration. Not only did the U.S. Navy lag in promotions, but between the years of 1865-1898 the Navy had a surplus of officers. Mandatory retirement at age 62 was put into effect but that didn't encourage young officers to stay in the naval service.

Dewey held an edge over many of his fellow officers



because he'd already been promoted to commander. Still, the peacetime Navy limited his chances for further promotions. For his part, Dewey did little to aid his promotional chances—he never wrote articles for publication as others did and he never attended the Naval War College.

He took command of USS *Juniata,* an older steamship, for a tour of the Orient. That cruise was cut short when illness forced Dewey's hospitalization in British Malta. For over a year, he was ill; first with a liver abscess, then typhoid and spent the next two years recovering. On his return to the United States he was promoted to captain.

His next sea command was USS *Dolphin,* one of four modern steel warships in the Navy. But *Dolphin* was poorly built and declared unseaworthy so Dewey assumed command of USS *Pensacola* instead.

Pensacola set off for Europe on a restful but uneventful cruise. Dewey took great pains to exercise proper naval protocol everywhere the ship went and spent most of his time reading and studying.

That studying paid off when he was selected as Chief of the Bureau of Equipment and Recruiting. After this stint, he served as president of the Lighthouse Board and two years later, took an appointment as president of the Board of Inspection and Survey.

By then, trouble was brewing between the United States and Spain—the destruction of the *Maine* in Havana's harbor brought cries of war. Theodore Roosevelt, Assistant Secretary of the Navy and Dewey's close friend, advised President William McKinley that war with Spain was inevitable. Roosevelt was instrumental in securing Dewey's appointment as Asiatic Squadron commander.

Dewey was promoted to commodore and left for Nagasaki, Japan, to board his flagship, *Olympia.* Under his directions, the squadron took on supplies at Nagasaki and set out for Hong Kong. Dewey saw to it that his ships were well supplied with coal, munitions and all necessary supplies, and wired back to the United States for additional fleet support. His total preparation beforehand was the deciding factor in what followed.

Knowing that war would be declared soon, the commodore spent time drilling his ships' crews in gunnery and

Below left: Commodore George Dewey (third from left) during the bombardment of Spanish forces. Below: Flags flying high, Olympia *leads ADM Dewey's squadron during the battle for Manila Bay.*



firefighting. He'd studied all available maps and books on the Philippines in order to become as familiar with the territory as possible.

War was declared April 25, 1898. Moving his squadron to the Chinese port of Mirs Bay, he awaited reports on the Spanish forces' position. Subic Bay was thought to be the location of the Spanish fleet but fortifications there were not complete—the Spaniards had moved their ships to Manila Bay.

After a high speed run from China, it was nearly midnight when Dewey's squadron arrived just outside Manila Bay on the last day of April. Since the Spaniards didn't think the Americans would enter Manila Bay after dark, no orders were left to defend the harbor's entrance. The harbor was supposed to be mined but Dewey gave orders to proceed. The ships passed through without trouble. Shortly afterward, Spanish shore batteries opened fire but the shots passed well over the American ships.

The American ships steamed into Manila Bay just before dawn. Spanish ships opened fire first but the Americans didn't return that fire. Instead, the American ships kept advancing closer and closer until they were within 3,000 to 5,000 yards of the opposing forces. At 5:41 a.m., Dewey uttered his famous words to Captain Charles V. Gridley in *Olympia's* conning tower, "You may fire when you are ready, Gridley."

Two hours of solid shelling resulted in heavy losses for the Spaniards but, because the enemy's aim was so poor, American ships were left virtually untouched. Suddenly, the Americans withdrew. Under the guise of "breakfast for the crew," Dewey called a halt to the bombardment, but the real reason was a suspected shortage of ammunition.

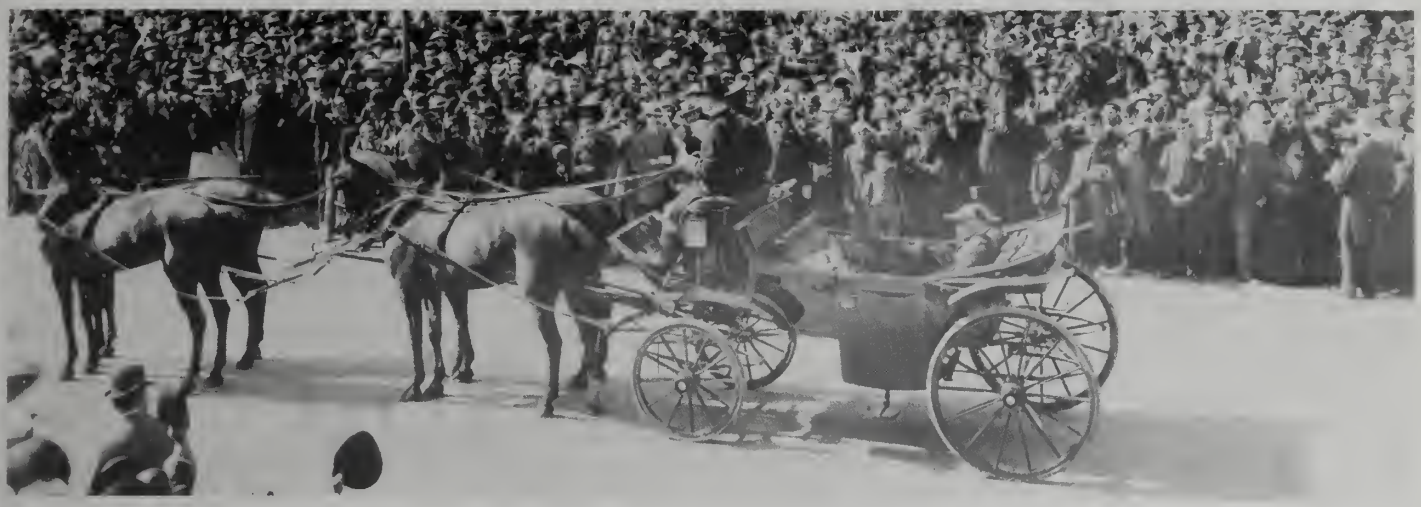
After a count revealed no shortage, and after the crew had breakfast, the American ships steamed back for the final assault. It didn't take long before most of the Spanish fleet lay in ruins, sinking or ablaze. Shortly after noon, the white flag of surrender was raised and the battle was over.

A casualty count was taken: Americans, none killed and eight wounded; Spaniards, 167 killed and 214 wounded. Some American ships were damaged but the entire Spanish fleet was destroyed or captured.

Historians credit Dewey with the victory at Manila Bay but the outcome of the battle could easily have been different had the Spaniards used the Manila Bay shore batteries and had they first improved their marksmanship. Dewey's victory, however, was made possible for several reasons—the greatest was the element of surprise with his entry into the bay after dark. His constant drilling in gunnery practice enabled his crews to be more effective than the Spaniards although some of the American ammunition was defective.

Below: Burning, sinking wrecks are all that remain of the Spanish fleet. Top: Crowds gather in New York to catch a glimpse of the hero of Manila Bay.





And, had Dewey not secured the necessary battle provisions in China, the outcome of the battle could well have been different.

Dewey credited his previous training under Farragut during the Civil War, who said, "The best protection against the enemy's fire is a well-directed fire from our own guns." The Americans' marksmanship wasn't fantastic but of the shots fired, 141 were direct hits.

Meanwhile, news of the victory on the home front was late in coming because Dewey had ordered the underwater telegraph cut when Spaniards refused him permission to use it. When the news finally came, the victory prompted near hysterical hero worship celebrations. "Dewey fever" swept the nation.

Congress passed an act on May 16 creating another opening for a rear admiral and that honor was given to George Dewey.

The battle of Manila bay ended May 1, 1898, but Dewey didn't leave his post in the harbor for another year. The city of Manila was still under Spanish control so until American ground troops captured it, Dewey continued the blockade of the harbor. The Germans there posed a constant threat of interference, running the blockade and slighting Dewey in social circles. Tempers flared after several incidents with the Germans until Dewey declared that the Germans were very near to war right then.

The admiral's return to the United States produced a flurry of celebrations with cities across the nation vying for his attention. Gifts of gratitude poured in from all over. Among those gifts was an 18-inch gold loving cup made by Tiffany's that took months to create. A $10,000 jeweled sword, so heavy it could be worn only during brief ceremonies, was another notable gift. Dimes collected from over 70,000 schoolchildren were melted down to make another loving cup almost six feet high.

He married Mildred M. Hazen on Nov. 9, 1899, and was given a house on Rhode Island Avenue, Washington, D.C., by the American people.

Dewey jeopardized his future in the political arena by saying that war with Germany would be next for the United States. That front page headline stemmed from Dewey's confrontation with the Germans at Manila Bay.

His days in political circles were numbered and his entry into the political ring was summed up as a series of political misadventures and a comedy of errors. His short-lived venture into an area he was totally unprepared for ended with his withdrawal as a possible Democratic Party candidate. Soon, all was forgiven and Dewey returned to his familiar and comfortable role of being "Mr. Navy."

Congress passed an amendment to the naval appropriations bill making George Dewey Admiral of the Navy in February 1899. But that first bill forwarded to the Senate after the president signed it said Dewey would be an Admiral *in* the Navy instead *of* the Navy. In 1903, President Roosevelt sent a corrected bill that was passed by Congress naming Dewey as Admiral of the Navy but postdated it to 1899. The original bill gave Dewey full status as an admiral but also let him remain on active duty as long as he chose or until his death, drawing full pay of $14,500 yearly. The rank would cease to exist with his death.

Now at the zenith of his career, as senior officer, he was selected to serve as the first (and only) president of the newly formed General Board of the Navy. The Navy needed to be reorganized with an Atlantic and a Pacific fleet so those responsiblities were given to Dewey to handle. He wasn't an innovator as such but he was a good administrator and many needed changes in the Navy took place under his direction.

Dewey's age (75) was catching up with him and his health was poor. Urged by friends and family, he began work on his autobiography which was published in September 1913. The next few years passed as trouble with both Germany and Japan increased. Dewey's prophecy during the Manila Bay campaign that the United States would go to war against Germany next, began taking on an air of reality, but Dewey didn't live to see the drama unfold. He died Jan. 16, 1917, some months before America's entrance into World War I.

—Story by JO2 Barb Tein-Geddes

Spare Parts

Making the System Work for You

The Army may march on its stomach, but Navy ships steam on spares and repair parts—more specifically, on the availability of those parts. Every fuse, transistor and electronic module installed in a warship serves a definite function. As long as each part operates as designed, its technical name, description and stock number are of little importance to Navy technicians.

When even the most insignificant part malfunctions, knowing how to use both stock numbers and the supply system makes the difference between having a piece of equipment inoperable for days, or back on the line in a matter of hours.

Ensuring that parts are available when needed is the mission of the Navy's supply system.

Through it, parts are requisitioned, purchased and transported to the Navy's ships, aircraft and shore activities.

Though the supply system handles everything from anchors to ASROCs (Antisubmarine Rockets), this article deals only with spare parts and repair parts for shipboard equipment. Principles cited, however, are equally applicable to all types of supply system support. Armed with an awareness of how spares and repair parts get to the fleet, any sailor can help the supply system work at maximum efficiency.

"Roughly $2 billion a year—about 5 percent of the Navy's budget—is spent for spares and repair parts," said Commander Sid Paskowitz, Secondary Item Support Assistant for the Material Division in the Office of the Chief of Naval Operations (OpNav). "A spare part is an item which, because of its cost and complexity, is repaired instead of discarded when it malfunctions. A repair part is an item—a fuse, for instance—which is discarded when it fails. Both are known as 'secondary items."

A common feature of all secondary item spare and repair parts is that there are no workable substitutes when they malfunction. For example, a sailor could easily make do with a three-inch screwdriver when a three-and-one-half-inch screwdriver would be ideal. When an electronic module fails, however, no *similar* part will serve. The module is a secondary item—in this case, a spare part. When it does fail, it will be returned to a Navy or contractor depot for repair as directed by the Ships Parts Control Center (SPCC) in Mechanicsburg, Pa. After being repaired, it will go back into the supply system or be sent directly to a ship to satisfy a requisition.

Secondary item support is a *team* effort, not just the result of supply system actions. The level of sparing (i.e., whether a malfunction is corrected by a part such as a resistor, or a module, or a unit such as an entire power supply) is determined by design engineers in the manufacturer's plant and by engineers who work for the equipment program managers in NavSea, NavElex, or NavAir. The estimated failure rate for each part is also initially determined by engineers until fleet input, which will be discussed later, updates those estimates. The dollars to buy the spares are provided by the sponsor for the equipment in OpNav—for example, OP-03 for the AN/SPS-49 radar. The OpNav sponsor also provides funds for the documentation on which secondary item support decisions are made. The job of the Navy's supply system is to put this information and money together for parts to keep the equipment operating.

Equipment technical documentation and parts usage data compiled from maintenance reports submitted by the fleet tell SPCC two important things about any secondary item: whether it can be properly installed by members of a ship's crew and whether it is expected to malfunction within a four-year period. If a critical part is installable by shipboard technicians and is expected to fail at least once during a four-year period, it should be in the supply bins of every ship requiring the item.

"We have to determine the best way to allocate the Navy's share of the DOD budget set aside for secondary items," CDR Paskowitz said. "If we are fully funded (that is, up to the maximum allowed by DOD), we will have 85 percent of all secondary items

needed by the fleet at any given time *in stock* in the Navy supply system. We would like to do better than 85 percent; however, the cost increase for each percentage point above 85 percent is tremendous and the total bill for parts would approach infinity as the in stock percentage approaches 100 percent."

Naturally, Navy ships are unable to carry unlimited stocks of spares and repair parts. They stock only those items on the Coordinated Shipboard Allowance List (COSAL).

"Obviously, there will be failures of parts which are not on a ship's COSAL," CDR Paskowitz said. "We are really talking about an overall part's availability of 65 percent *on board* ship as the ideal, given our funding."

Warships can operate effectively under that constraint because the most frequently needed spares and repair parts are readily available either from on board supply bins, from supply ships, or through the Navy supply system. Less frequently needed parts also can be ordered through the supply system as needed; however, they must be procured directly from industry.

In general, the supply system works well. But when the millions of transactions and the 800,000 military and civilian employees are considered, there are certain inevitable breakdowns caused by a lack of funding, inattention to procedures or just human error.

A result of this can be seen in the fact that, today, some Navy ships are operating with only a *50 percent secondary item availability.*

This means that Navy technicians needing a spare part or repair part on one of those ships are finding the item only about 50 percent of the time when the item is required to repair equipment. This result is an unacceptable amount of equipment down time which, obviously, adversely affects a ship's ability to carry out its mission.

"Besides obvious funding deficiencies, the reasons for such a breakdown are a lack of on-board expertise, an unfounded mistrust of the supply system by some technicians and the habit some people have of taking shortcuts," the commander said.

"One solution is a better understanding by each sailor of how to get the maximum mileage out of the system."

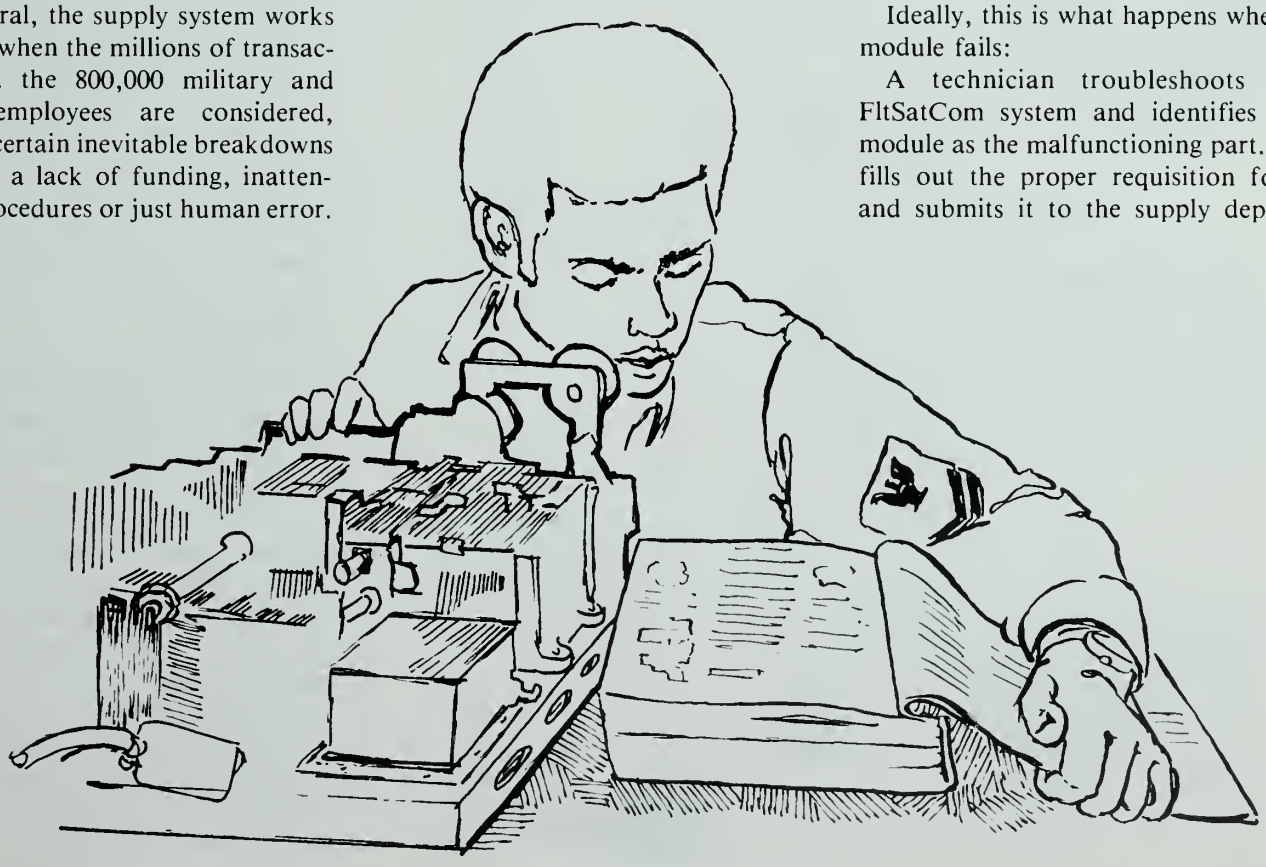
What does it all mean? Every Navy technician, supply officer, division officer, and commanding officer needs to understand the consequences of over-ordering and under-ordering secondary items, and of failing to use effectively on board supply and maintenance documentation.

Every item in the Navy's supply system has one stock number and one wholesale inventory manager responsible for maintaining an adequate inventory of that item. SPCC is the primary inventory manager for most shipboard secondary items. In cases where the inventory manager is not SPCC, SPCC still determines how many of a certain item are needed to fill Navy storerooms or to replenish stocks. SPCC determines how many that will be by analyzing parts usage data coming in from the fleet.

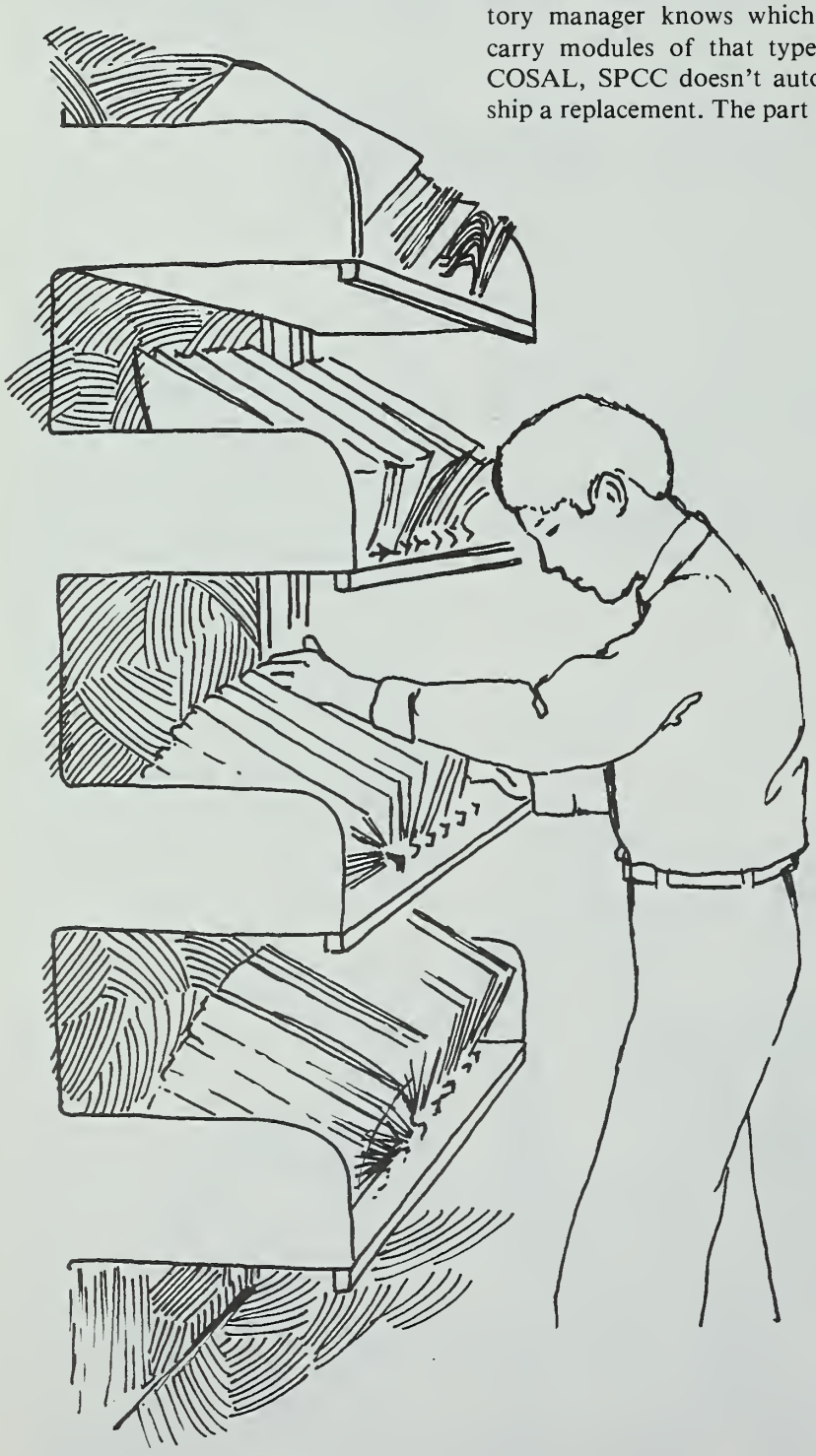
Technicians responsible for maintaining the Fleet Satellite Communications System, for example, don't have to know where a replacement is coming from when one of its modules malfunctions. They do have to know how to reorder modules as they use their on-board supply; and if SPCC receives accurate usage data from the fleet, a replacement module will be in each ship's allowance when needed.

Ideally, this is what happens when a module fails:

A technician troubleshoots the FltSatCom system and identifies the module as the malfunctioning part. He fills out the proper requisition form and submits it to the supply depart-



ment. A storekeeper draws the spare part out of on board stocks, *being careful to match* the technicians' stock number listed on Form 1250 with the stock number imprinted on the parts package. The technician installs the part and, at the same time, the broken module is shipped back to an overhaul point for repair. Another module is sent to the ship to replenish the supply bin in response to a ship's replacement requisition prepared from the Form 1250.



Even though SPCC knows that particular module is known to fail an average of once every two years (for the sake of illustration) and the inventory manager knows which 10 ships carry modules of that type on their COSAL, SPCC doesn't automatically ship a replacement. The part has to fail first and a requisition has to be submitted.

"Failure rates for each secondary item are computed on the basis of actual experience. In the case of the modules used in our example, SPCC *should* see the usage data from five Form 1250s coming in each year (one for each of five ships) if the computed failure rate is accurate," CDR Paskowitz said.

Suppose, though, none of the ships submitted usage information during a given year, even though five modules were expected to fail. This could happen because:

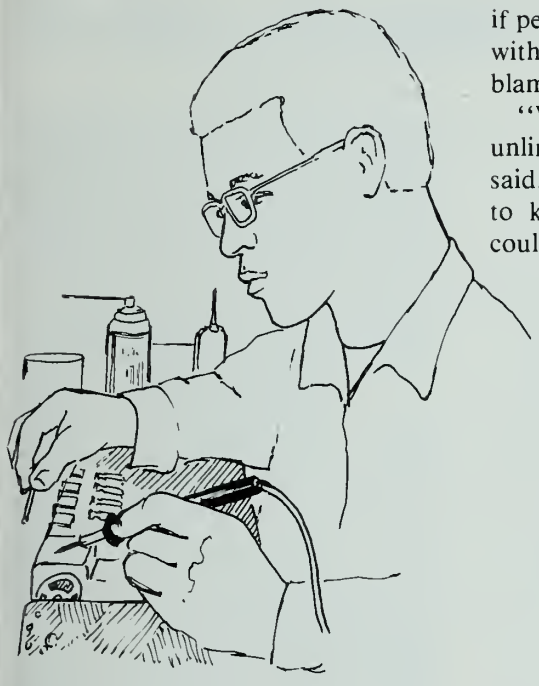
- The parts didn't fail.
- The ship did not submit its usage report on Form 1250.
- The ship put an incorrect stock number on its usage data forms.
- The ship open-purchased the part from a local electronics store.

SPCC doesn't know why the forms aren't submitted. All they know is that they are receiving no usage data for the module. Therefore, they assume the modules are not failing.

Eventually, SPCC experts conclude that the failure rate for the module has been overestimated. If the trend continued, SPCC would recompute the module's failure rate to one expected failure every three years; then, probably once every four years. If the 10 ships continued to bypass the system—even though the modules were actually failing as originally estimated—SPCC would probably take the part off each ship's COSAL.

"This is extreme," CDR Paskowitz said, "But it shows why it is critical that SPCC be informed (via usage data from a Form 1250) about every equipment failure.

"On the other hand, it's conceivable in a case of excessive parts demand that the Navy would not be able to afford to install a certain system on subsequent ships because too much money had to be spent for the purchase of unneeded parts. We have a limited amount of money for spares and we want to support our ships the best we can, but we can't afford to put unneeded parts on board.



"There's still another possibility—and this happens often," the commander said. "Let's say that a technician is not completing requisition forms with correct stock numbers. He's in a hurry, so, rather than take the time to look the number up in the technical manual, he writes what *he thinks* is the correct number.

"Of course, the storekeeper can't find any such part.

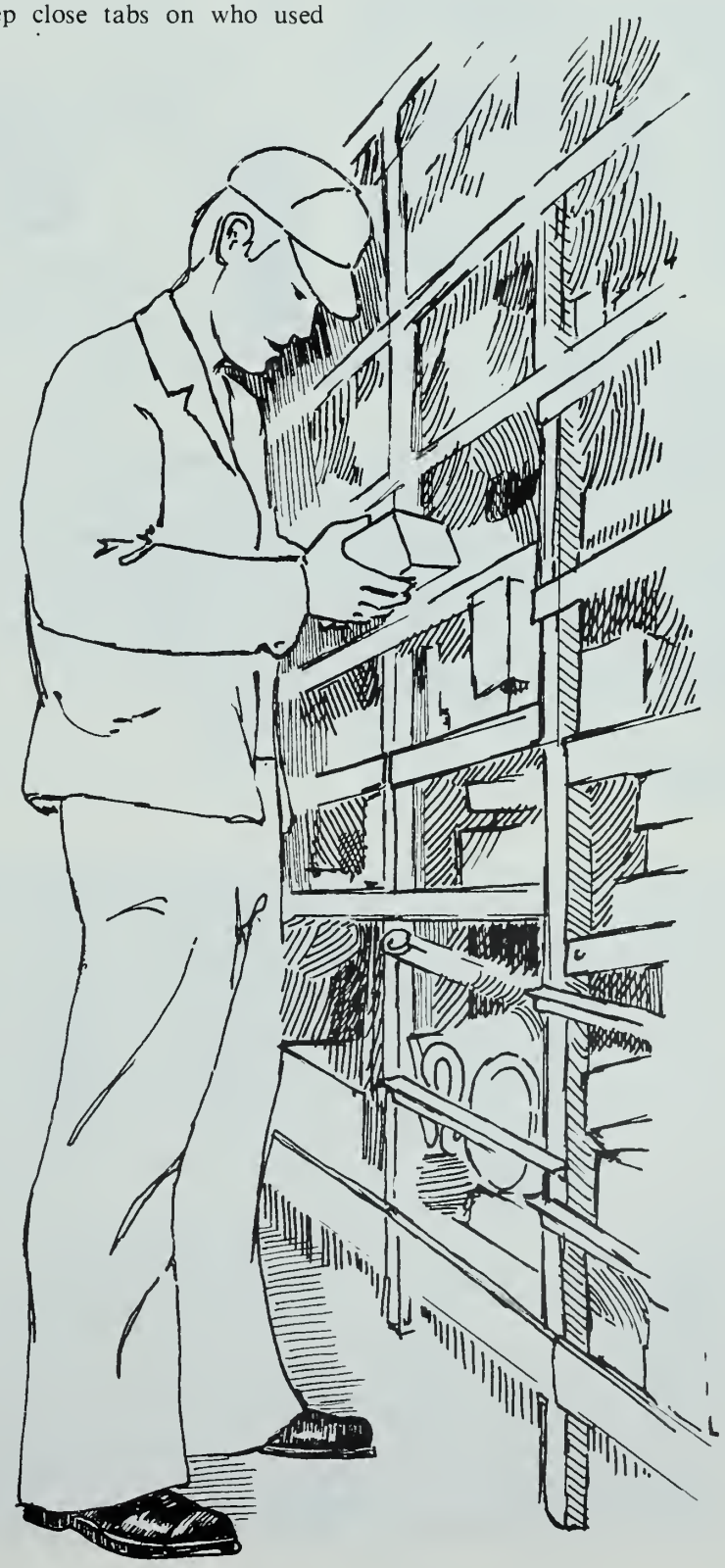
" 'Hey, that's the part up there,' the technician says, pointing to the right part. He takes the part, neglects to register the right number of the Form 1250, and the requisition is submitted *as is.*

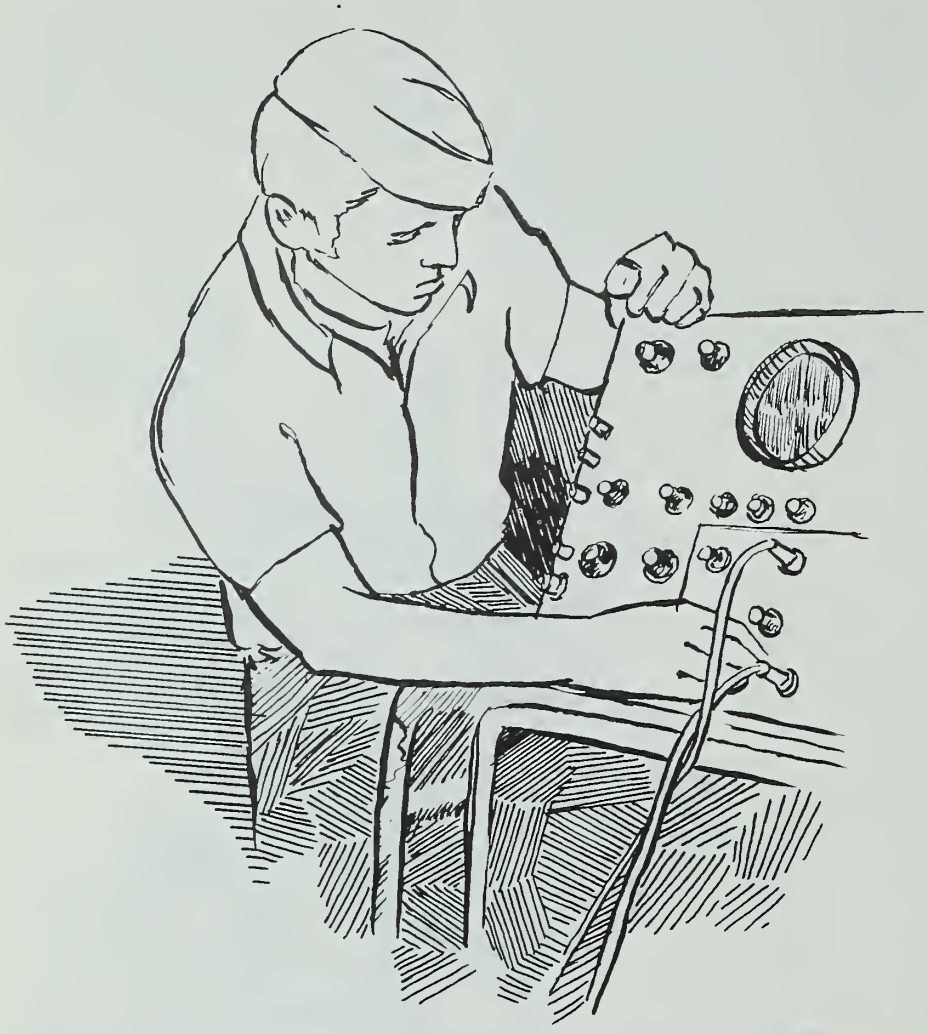
"Eventually, SPCC gets the requisition and can't fill the order. This all greatly increases the probability that the ship's spare parts bin won't be able to meet the vessel's needs.

People in general tend to understand the importance of paperwork, but, in their day-to-day business, they sometimes take the easy way out—they serve the expedient. What they don't understand is how a slight abuse of the system can wreck a carefully thought out plan. But it's one abuse by each of the 800,000 people that makes the difference. The supply system has built in checks and balances designed to help Navy people get the parts needed, but, if people order incorrectly, they end up with poor service. And guess who gets blamed?

"We don't have the luxury of unlimited funds," CDR Paskowitz said. "If our inventory managers had to keep track of only one item, we could keep close tabs on who used what—we could easily catch abuses.

"But inventory managers manage hundreds—even thousands—of items. They do it on computers. Unless an abuse is so gross that the computer





kicks it out, each requisition is filled exactly as ordered.

"Inventory managers are not hired to police ships. They accept what people submit and then they buy based on that information. Many dollars could be saved each year by eliminating requisition errors."

As long as a technician gets the desired part from supply, he generally feels he has used the system to his advantage. In reality, incorrect procedures have made his job that much harder the next time he tackles the same problem.

"As an example," CDR Paskowitz said, "there was a second class electronics technician aboard a ship on which I served. Whenever he encountered a situation where he knew that one of several parts in a system had failed, but he couldn't correctly isolate the particular part, he prepared a list of each part which could have been the problem.

"He took the list to the storekeeper and said, 'I have three possible parts requisitions here, but I think only one of these parts is actually bad. Check your stock record cards and tell me which one of these parts fails most frequently.' Then, rather than drawing all three out of stock, he tried the one which had the highest failure rate first; then the next highest; and so on down the line. More often than not, the part with the highest failure rate was the culprit."

This technician was making the failure rate work for him and he saved both himself and the supply department a lot of time. By the same token, if a technician has a couple of possibilities and one is on the COSAL and the other isn't, it is likely that the COSAL part has failed.

According to CDR Paskowitz, too many petty officers submit requisitions for each suspect part and then wait until all arrive before again attempting to repair their equipment. If they made *educated guesses* based on information listed in stock card records, the law of probability would be on their side.

"But this process of elimination will not work when records have not been kept," the commander said. "Misordering, overordering parts which have failed, not reporting those which have failed—all of these things would have so adversely affected the stock record cards that the ET2 in the example could not possibly have used the system to his advantage."

And we have to think of tomorrow.

"Poor record keeping clouds the issue for engineers and designers trying to redesign parts to make them more reliable," the commander said. "Many specifications changes are the direct result of studying parts usage data sent to Mechanicsburg by conscientious technicians who recognized the importance of complete paperwork."

The commander remembers instances where technicians had equipment down for days because they had ordered parts which they could not install, or had failed to check the COSAL to see if a part was carried on board.

"Obsessed with speed, they actually wasted time because they didn't check their technical manuals, the stock record cards, the Integrated Stock List, and the COSAL," CDR Paskowitz said.

"Some people mistrust the system so much that they refuse to make it work for them. They are not challenging the things which perplex them about the system; instead, they are willing to make it the scapegoat when, in actuality, it can be their best friend.

"We try to make the system as simple as possible," CDR Paskowitz said. "In the long run, there is never a valid reason for abusing the system. Taking shortcuts only works to the detriment of all." ⚓

The Laws of the Navy

Like father, like son, doesn't tell the whole story as far as the Law family from Mitchell, S.D., is concerned. There's a daughter in Navy uniform, too.

Former naval aviator Bonar Law and his wife, Carol, were on hand each time to watch their three children receive naval commissions.

Following in their father's footsteps, Lieutenants Doug and Don Law are naval aviators and Academy graduates. They are assigned to Fighter Squadron 124, Miramar Naval Air Station, Calif. Together again for the first time since they were at the Naval Academy, they represent both parts of the pilot-RIO team needed to operate an F-14 *Tomcat.* In VF-124, pilot Don is learning the special characteristics of the F-14; Doug, as a Radar Intercept Officer (RIO), is teaching Don and other pilots about the F-14.

Lieutenant Diane Law, on the other hand, is a nurse at the Naval Regional Medical Center, Bremerton, Wash., where she is assigned to newborn intensive care. She joined the Navy after graduating from South Dakota State University School of Nursing.

"Traveling seemed much more interesting than working in a small town in South Dakota," she said. "Besides, my older brother had already gone on a midshipman cruise and that impressed me."

Diane's special qualifications for newborn intensive care were honed during training she received while at California naval hospitals at Camp Pendleton and Oakland, plus an assignment in Guam.

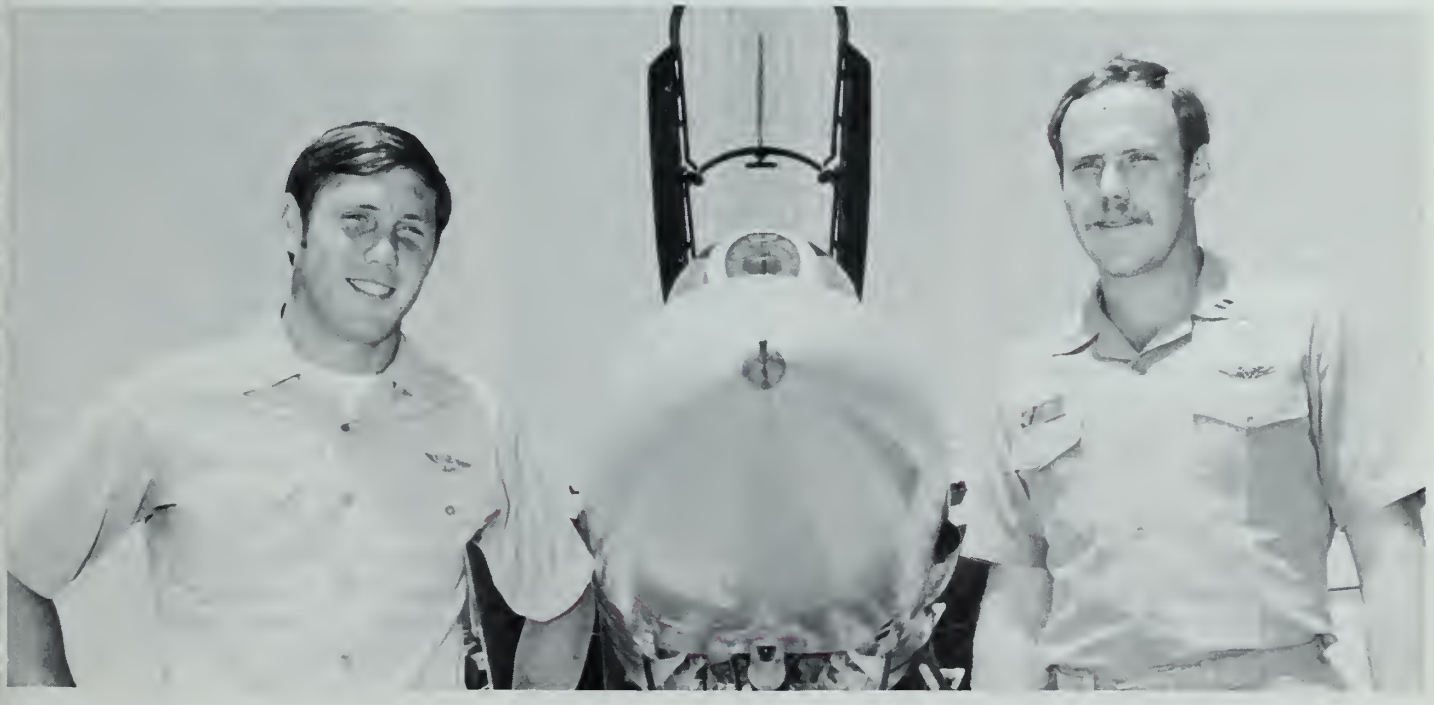
Of her 15 months in Guam, Law says she liked it and would go back. "Overseas, it's a different environment. You work better together and you don't have as much administration."

She and the other 34 nurses stationed there took care of very sick patients who needed to be stabilized before being flown off the island. They also aided native citizens at times. "The local hospital couldn't always care for the big trauma (involving shock) or pediatric cases," she said.

Now, when the three Law lieutenants return home, it's more than a visit—it's a Navy family reunion. ⚓

The Lieutenants Law: Diane, Donald (lower left) and Douglas.





Bearings

Navy Accepts UC-12B



"She'll fly a little slower and a little lower than the T-39, but she'll also fly a heck of a lot cheaper," said Rear Admiral James E. Service as he recently accepted delivery of the Navy's newest aircraft, the UC-12B, from the manufacturer.

RADM Service, director of the Aviation and Manpower Training Division on the staff of the Chief of Naval Operations, was on hand for ceremonies marking the delivery of the aircraft to the Navy at Naval Air Station New Orleans.

A military version of the Beechcraft Super King Air 200, this is the first operational Navy UC-12B of 66 to be delivered to 30 sites worldwide during the next three years.

The aircraft will be used for logistics support by the active duty force and the Naval Reserve with overall scheduling in the United States coordinated through the Naval Air Logistics Center in New Orleans. It will replace about 130 aging reciprocating engine aircraft currently used for logistics support and will supplement the Navy's C-118 (DC-6) and C-9 (DC-9) transport inventory.

The airplane is designed to carry eight passengers in addition to the pilot and co-pilot. It has a maximum cruise speed of about 300 miles per hour and a maximum range of 1,760 miles.

The configuration of the UC-12B is suited for a variety of transport, training and utility missions. Complete dual controls permit two-pilot operation or flight crew training. With the quick-change interior, cargo door, and high flotation landing gear, the UC-12B can provide rapid and secure movement of key personnel and high priority cargo in supporting the administrative, logistic and operational needs of the Navy and Marine Corps.

The airplane can operate from short, grass runways and fly at 31,000 feet in pressurized comfort. The advanced solid-state avionics can automatically navigate the airplane anywhere in the world through all weather.

The UC-12B has been designed for reliability, maintainability and low cost of operation. As a measure to reduce cost and military manpower requirements, the Navy has contracted with the manufacturer for maintenance of the aircraft. This uses the worldwide assets of the manufacturer in facilities, parts and trained mechanics.

Typical tasks to be performed by this aircraft include rapid transportation of repair crews, accident investigation teams, or medical evacuation of injured personnel.—*JOC Al Foucha*

Tennis Champs

Ocean Systems Technician Second Class Mark Heuser (left) and Radioman Third Class Jim Jobin display the medals they won in the 1979 Northern European Navy Tennis Tournament held recently in Edzell, Scotland.



Petty Officer Jobin won his first medal when he netted the men's singles. He then teamed up with Petty Officer Heuser to take the men's doubles and his second medal. Members of U.S. Naval Facility Brawdy, Wales, both sailors helped provide a final point total to give Brawdy claim to the "overall" tournament plaque as well.

A Voice of America

When Data Systems Technician Wanda Janus was stationed at Naval Facility Brawdy, Wales, she spent a lot of time in the hospital. She wasn't a patient, however. She was a disc jockey on Radio Withybush, the station at Withybush Hospital, about 10 miles from Brawdy.

The hospital, looking for someone—preferably American—to work one night a week at the closed-circuit station, had contacted the Naval Facility. Petty Officer Janus jumped at the opportunity and, within two months had her own show, "A Little Bit American," featuring stateside recording artists.

Janus said that Radio Withybush makes a patient's hospital stay more enjoyable and easier to take. Following her show she tours the wards collecting record requests from her listening audience of nearly 340 patients.



"A Little Bit American" is appreciated not only by local civilians in the hospital but also by patients from the Naval Facility. One sailor in the hospital said, "It was comforting to hear the voice of someone I knew."

'Bula's' Birthday

The oldest multi-product replenishment ship in the Navy, USS *Ashtabula* (AO 51) has just celebrated her 36th birthday. Captain Brian D. Woods, commanding officer, and Seaman Apprentice Thomas E. Ice, the oldest and youngest crew members on board, did the cake-cutting honors.

Homeported in Pearl Harbor, Hawaii, *Ashtabula* recently completed her 30th deployment to the Western Pacific. Along with compiling a perfect record while deployed, *Ashtabula* rescued 14 Vietnamese refugees adrift in the South China sea. The ship also took a disabled Taiwanese vessel under tow and delivered her safely to port.

At 36, *Ashtabula* looks forward to many more years of carrying out her motto of "Service to the Fleet."



Lightnings Strike

For demonstrating the greatest excellence in aircraft maintenance among Pacific Fleet patrol squadrons, the "White Lightnings" of Patrol Squadron Seventeen (VP-17) won this year's Donald M. Neal Aircraft Maintenance Award.

In presenting the trophy to Lieutenant Commander Thomas S. Lagomarsino, VP-17's maintenance officer, and to Senior Chief Aviation Structural Mechanic J. Haddaway, VP-17's maintenance control chief petty officer, Rear Admiral Charles Prindle, Commander Patrol Wings Pacific Fleet, said the squadron's achievements are "obviously the culmination of a host of efforts, both large and small, carried out with true professionalism by a lot of proud and dedicated individuals."

The award honors Avionics Technician Master Chief Donald M. Neal, who served the Navy for 24 years and dedicated himself to the development of maintenance technology for the P-3 aircraft.—*LTJG M. Huete.*

Single Parent in Japan



Although she never doubted her ability to handle an overseas assignment, other persons in her life did. And, according to her, they still do.

But Yeoman First Class Connie Bishop, assigned to the Naval Base, Yokosuka, knows the best way to beat the odds is simply to succeed in her lifestyle. Hers is the lifestyle of a single Navy parent, controlling her daily existence in a foreign land.

"Wherever I go—especially overseas—I am being observed," YN1 Bishop says. "What happens to me, and how I cope with my situation may have an effect on other single parents."

Bishop started coping with her situation in Japan a year ago; the situation also included her 11-year-old son Richard. The key word at that time was "lost."

"When I first got here," she says, "it was like living in the middle of a whirlwind . . . I was completely disoriented. I found an intense need for people, more so than I ever did in the States. Since I was in a strange country and didn't know the customs or the language, I needed familiar faces about me."

The "familiar faces" were slow to arrive. Bishop is amiable and outgoing, but time is an element one can't do without when it comes to building friendships. Her busy 6 a.m. to 6 p.m. schedule allowed for little more than caring for her son and her home.

There was also her age as a single parent; she was 40 at the time. "To my knowledge, I was the only single, Navy mother in Yokohama (where she and her son live). Most of the other women were younger and would have little

contact with me. I think the younger women just didn't know how to approach my way of life."

Now, Petty Officer Bishop has some close American friends, but still finds it easier to make friends with the Japanese. Those contacts have developed from her informal teaching of conversational English (which also brings extra money into the family coffers). "I usually start off as a bit of a curiosity to the Japanese," she says. "But after awhile, they decide I'm not quite the curiosity object they first thought and we become friends."

Curiosity is a two-way street. One of Bishop's students—a girl named Hitomi—invited her and Richard to a birthday party where they got a real taste of Japanese culture. With women to instruct her and about half an hour of work, Connie ended up modeling a formal Japanese kimono that evening. And there was something to be learned about the Japanese way of drinking tea.

"When they served us tea," she explains, "of course I 'goofed' and had to be shown the proper way to hold the cup and drink the tea. This required turning the tea cup three times in my hand—using the proper hand positions—before taking a sip."

These experiences and others are changing Bishop's image of the Japanese people. She finds them "very fun-loving."

The sometimes sharp contrast between the East and West doesn't go unnoticed, either. For example, "You can go to any large city and it looks extremely modern. But once in a while, you will round a corner or go down an alley and still find a bit of the old Japan in an ancient shrine hidden between tall buildings, or a small curio shop that still sells snake blood for one's health."

Richard (now almost 13) seems to have matured and become more independent in the new environment, too. His mother says that because he now requires less supervision, the added free time allows her to get out of the house more often.

On her own for more than 10 years, YN1 Bishop is only one of over a thousand single enlisted female parents in the Navy. And like many others would probably claim, she finds the experience has helped her to grow as a person. "This experience is making me reach a little deeper within myself to draw upon talents I never knew existed before."

Now, with the friendships they've developed, both Bishops look forward to the remainder of their stay in Japan. It would seem that a new way of life is blossoming for them in the Land of the Rising Sun. *—By JO1 Gary L. Martin*





Connie and Richard spend much of their free time together, especially on weekends. At left, they visit the Sankei-en Gardens near their home. The park is famous for its old architecture.

Elk Hills—Still Going Strong

Hedged in by snow-capped Sierras to the east and the lush coastal range on the west, sandy hills rise from California's San Joaquin Valley. The land there—once the bottom of a great inland sea that was rich in marine and organic life—now holds vast oil and gas reserviors.

Around the turn of the century, when most Navy ships ran on coal, Teddy Roosevelt foresaw that future Navy fleets would depend heavily on fuel oil. By Executive Order, the president set aside Elk Hills, Calif., as a Naval Petroleum Reserve, to conserve for emergencies the treasured black gold buried there.

In the early 1920s, production at Elk Hills reached 60,000 barrels per day under the Department of Interior. Production later dropped sharply but increased again to 65,000 barrels a day during World War II under the Department of the Navy.

Then came 1973 and 1974 and the OPEC (Organization of Petroleum Exporting Countries) embargo, which highlighted the problems associated with national reliance on foreign oil production. Development of Elk Hills was begun in 1975, and in 1976 Congress passed the Naval Petroleum Reserves Production Act, which brought all Naval Petroleum Reserves into production at their maximum efficient rates.

The 46,000-acre Naval Petroleum Reserve at Elk Hills is now administered by the U.S. Department of Energy. The Naval Facilities Engineering Command, by interagency agreement with the Department of Energy, is the design and construction agent for major construction projects at Elk Hills through the 1980/81 time frame. Chevron USA (unit partner) owns about 20 percent of the reserve, which is—except for fields in Alaska and east Texas—the largest concentration of oil reserves in the United States. It is also one of the most active fields in the country in terms of new construction, well drilling and other associated development.

Total development work at Elk Hills will exceed $600 million, with construction projects assigned to the Naval Facilities Engineering Command (NAVFAC) amounting to $300 million. NAVFAC's projects include the design and construction of two large gas processing plants, two gas compression plants, a 1.25 million barrel crude oil storage terminal, a railroad terminal for shipping liquified petroleum gas (LPG), primary and secondary electrical distribution system, support buildings, cathodic protection, waterflood system and oil and gas production facilities.

Aside from the fast-paced work, a first look at Elk Hills during the dry summer months is not particularly impressive. It is void of color, except for the scattered crude oil production tanks and the ultramarine-blue and yellow pumping units which bring the Shallow Zone oil to the surface. The barren landscape looks more suited to rattlesnakes, sagebrush and coyotes than to the maze of piping, tanks, and crude oil and gas production and processing facilities growing out of the hills.

The recently completed crude oil storage terminal on the south-central part of the Reserve dominates the landscape with its five 250,000-barrel tanks which are equipped with double-seal floating roofs to reduce hydrocarbon emissions to the atmosphere. Nearby, construction is almost completed on two additional lease automatic custody transfer (LACT) systems where oil will be metered and shipped to buyers.

In the central part of the reserve, tall, silver fractionation columns rise into the sky. They are part of the existing gas processing plant built during the Korean War, and one of the two new adjacent plants under construction by NAVFAC.

When oil is pumped, or flows, from the oil-bearing formations, natural gas in solution in the oil is separated at the surface and is sent by pipeline to the gas plants for processing. The plants extract propane, butane and liquid

Right: Settling tanks are used to separate water from oil crude.



natural gasoline which are then sold. The "dry" gas is then compressed and injected back into the top, or cap, of certain oil reservoirs to maintain formation pressure and thereby enhance oil recovery. With the two new gas plants becoming operational in late 1979 and early 1980, total processing capacity on the Reserve will reach 294 million cubic feet per day.

Off in the distance, drilling rigs tower over the land. Miles and miles of roads snake around the hills to the oil and gas wells which number 1,575, with an additional 66 wells by the end of 1980 when the current drilling program is completed.

Captain Gordon Gilmore, officer in charge of construction (OICC), said, "The unique nature of the design and construction effort at Elk Hills, when compared with normal Navy construction programs, makes the work both challenging and interesting.

"In particular, the critical work associated with the highly complex gas processing and gas injection plants demands the best engineering and construction management talent. Assigned personnel are conscious of the critical energy role they are playing and are doing a tremendous job supporting the Department of Energy. Facilities are being completed on tight schedules and the quality of work is excellent.

"We work closely with Roger Martin (a retired commander) who is Director, Naval Petroleum Reserves in California, and with Welton Burch and Don Tratt, Government and Chevron USA members of the unit operating committee, respectively.

"As a part of the construction program, considerable attention is directed toward environmental matters including the protection of endangered species in the construction areas. Permits to construct and authority to operate facilities are obtained from the local Air Pollution Control District. Coordination with the U.S. Fish and Wildlife Service ensures that construction work does not jeopardize the continued existence of the Blunt-nosed Leopard Lizard and the San Joaquin Kit Fox, the two endangered species which occupy the Reserve. We are interested in moving ahead rapidly, but with careful consideration to environmental matters and protection of wildlife."

In the past year, more than 43 million barrels of oil were sold, two-thirds of which came from the Stevens Zone (5,000- to 9,000-foot depth), and most of the remainder from the Shallow Zone (3,000- to 4,000-foot depth).







Reserves from the government's share of production now exceed $2 million per day. Elk Hills is now the largest producing oil field in California.

Oil at Elk Hills is of very high quality, containing very little sulfur. It is an excellent crude for refining, with Shallow Zone noted for its lubrication oil content and the Stevens Zone for high gasoline content. The remaining recoverable oil is estimated to be in excess of one billion barrels, and recoverable gas over a trillion cubic feet.

The Carneros Zone (9,000- to 10,000-foot depth), though not as prolific as the Shallow and Stevens Zones, produces a gas condensate so light it almost can be burned directly in automobile engines as it comes from the ground.

While new construction progresses at a rapid pace—with some projects going on around the clock—production from the existing facilities continues to offset a growing national energy supply problem. In 1973 when the initial oil embargo rocked the coun-

Left: New piping is added to a drilling platform. Top: Elk Hill's liquefied natural gas facility. Bottom: Workmen install internal parts in a compressor in the low temperature separation facility.

Elk Hills

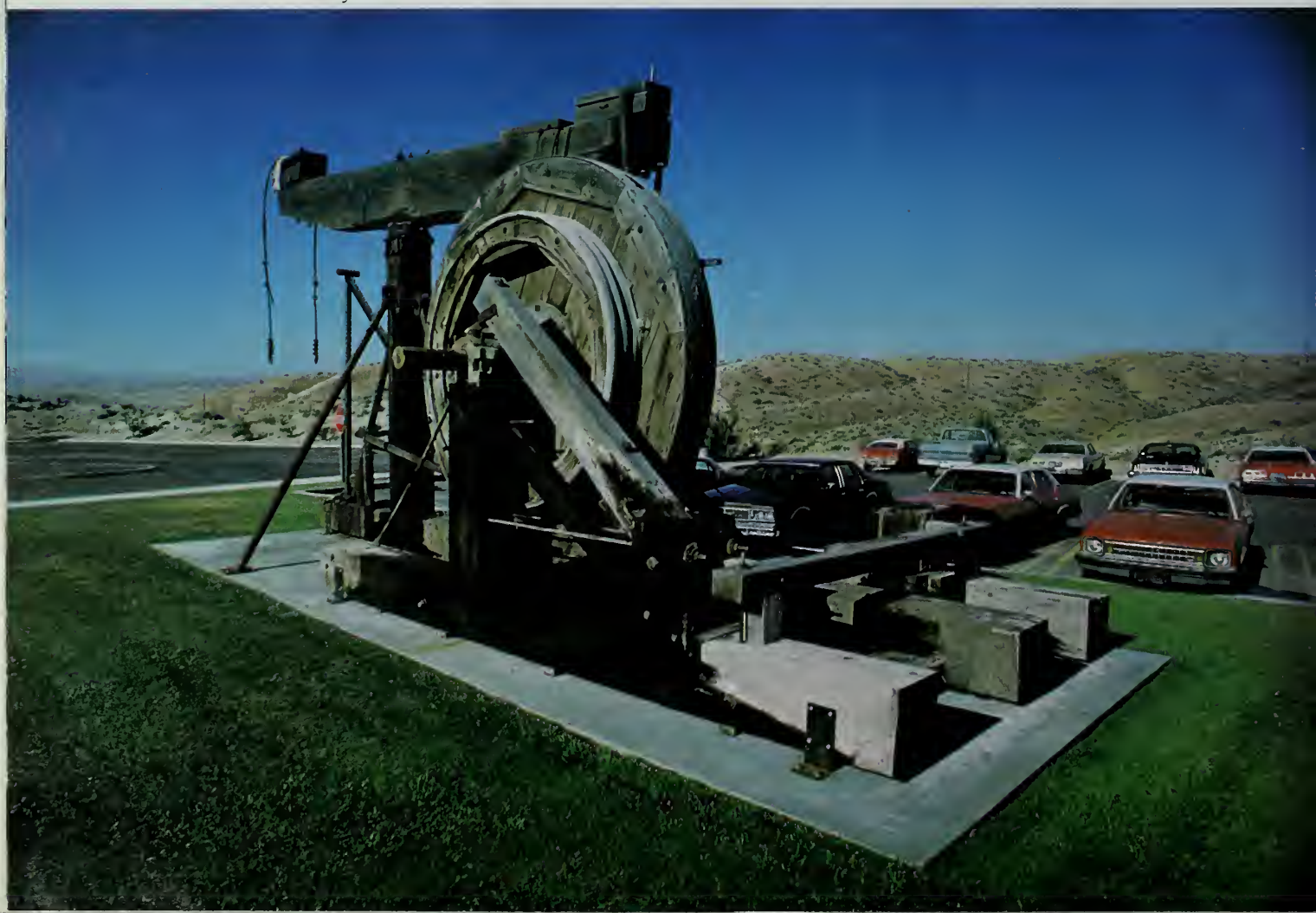
try, Elk Hills was only partially developed and basically in caretaker status under the watchful eye of Congress. Oil production has increased from below 5,000 barrels a day to almost 160,000 barrels a day, and the new facilities and wells will enable a production rate of over 200,000 barrels a day in the early 1980s.

The historic Naval Petroleum Reserve at Elk Hills continues to play a vital role—just as it did during World War II, when its machinery ran 24 hours a day and defense workers drilled wells, built roads, piped and operated facilities, and managed the production of this important national energy resource.

—Photos by PH2 David Fraker who also contributed to the article.



Right: One of four drilling rigs in constant use on the reserve. Bottom: A display model of the first drilling rigs used on the reserve; several still remain in active use today.





15

Navy Rights & Benefits

Your Retirement

One of the big attractions of a Navy career for many is the military retirement package. After 20 or more years of service, regardless of age, members may be eligible for retirement/fleet reserve rights and benefits that provide not only an element of security but an opportunity to embark on a second career as well.

In this, our 15th and final article in our series on Navy Rights and Benefits, we take a look at what that retirement package includes, how to make sure you are able to take full advantage of those benefits and where to go if you need help or counseling in planning for retirement.

As with our other Rights and Benefits articles, this information on retirement was current as of this printing. Additionally, space limitations require we discuss rights and benefits, only in general terms. For up-to-date, specific information, be sure to consult your command career counselor.

Categories of Retired Personnel

Regular Navy Retired List

Consists of Regular Navy officers and enlisted personnel who are entitled to retirement pay under any provision of law. They are subject to the Uniform Code of Military Justice and to the orders and regulations of the Secretary of the Navy. They may be ordered to active duty in time of war or national emergency at the discretion of the Secretary of the Navy but may be ordered to active duty at other times only with their consent.

Fleet Reserve

Consists of former warrant and commissioned officers and enlisted personnel of the Regular Navy and Naval Reserve who have been transferred to the Fleet Reserve upon completion of 20 years or more of active military service including constructive service earned through Dec. 31, 1977. Members of the Fleet Reserve are entitled to receive retainer pay when released to inactive duty. They are subject to the Uniform Code of Military Justice and to the orders and regulations of the Secretary of the Navy. They are subject to recall to active duty without their consent in the event of war or national emergency.

Naval Reserve Retired List

Composed of members (not including former members) of the Naval Reserve entitled to retired pay. Retired members of the Naval Reserve may be ordered to active duty without their consent but only if the Secretary of the Navy, with the approval of the Secretary of Defense, determines that there are not enough qualified Reserves in an active status.

Retired Reserve

Consists of reservists who have been transferred to the Retired Reserve without pay.

Temporary Disability Retired List

Consists of members who have been found to be temporarily unable to perform the duties of their rank or rating by reason of physical disability which may be of a permanent nature. For more details, see *Disability Separation* (NAVEDTRA 46601 series), published by the American Forces Information Service, Department of Defense, Washington, D.C.

Permanent Disability Retired List

Consists of members who have been found to be permanently unable to perform the duties of their rank or rating by reason of physical disability which is of a permanent nature. For more details, see *Disability Separation* (NAVEDTRA 46601 series).

Computation of Retired/ Retainer Pay

There are various provisions of law under which Navy retired pay may be computed. Any active duty member who has a question regarding the par-

ticular formula to be used in computing his Navy retired pay should consult a career counselor. Any retired member who has a question regarding the particular computation formula should address an inquiry to the Navy Finance Center (See the list of important addresses which accompanies this article).

For your own protection and to preclude misinterpretation of information furnished, questions regarding your retired pay should be submitted to the Finance Center by letter rather than by telephone.

Public Law 94-440 of Oct. 1, 1976, provides for cost-of-living increases on March 1 and September 1 each year. The cost-of-living increases are based on the rise in the Consumer Price Index (CPI) published by the Department of Labor.

The following example illustrates how a Fleet Reserve retainer payment is computed.

Chief Smith is an E-7 who transfers to the Fleet Reserve after 23 years of active service. His basic pay is $1164.90 (E-7 over 22). The percentage of his basic pay paid to him as retainer pay is computed at 2½ percent times total number of years' active service. (2½% X 23 = 57.5%). Therefore, his gross retainer pay equals 57.5 percent of $1164.90 or $669.81 per month. This amount—less applicable state, federal or other taxes; Federal Insurance Contributions Act (FICA) and any registered allotments by the member—equals his monthly retainer check from the Finance Center.

If you registered allotments while on active duty, they may remain in effect when you are transferred to the Fleet Reserve or are retired, provided that the total amount allotted is less than the anticipated net retired or retainer pay. Such allotments will continue to be deducted from your retired pay unless you stop or change them.

You may register allotments of retired pay only for the premiums of life insurance on your own life or family type insurance which includes your life. You may also register Treasury allotments which may be used to repay indebtedness to another U.S. Government agency; allotments for U.S. Savings Bonds and allotments for the support of spouse, former spouse(s), and/or your children not residing with you. Once allotments are registered, they will remain in effect until the Navy Finance Center receives notice of change.

Survivor Benefit Plan

Established in 1972, the Survivor Benefit Plan (SBP) replaces the Retired Serviceman's Family Protection Plan (RSFPP) for all military personnel who retire with pay on or after Sept. 21, 1972.

It is a survivor benefit program which complements the survivor benefits of social security. The plan provides all career members of the uniformed serv-



ices who reach retirement eligibility, including reservists who qualify for retired pay at age 60, an opportunity to leave a portion of their retired pay to their survivors at a reasonable cost. The Survivor Benefit Plan was the subject of the first installment of this Rights and Benefits series in the December 1978 issue of *All Hands.*

Travel, Shipment and Storage of Household Goods

A regular Navy or Naval Reserve member on active duty who is retired for physical disability, placed on the Temporary Disability Retired List or retired with pay for any other reason—including transfer to the Fleet Reserve—with eight or more years of continuous active duty immediately preceding retirement, may select a home location and receive travel allowances from the last duty station to the selected location.

The home selected does not have to agree with the home of record. However, once a member has selected a home and traveled to it, the selection is irrevocable as far as receipt of travel allowance is concerned.

Travel to the selected home must, in general, be completed within one year after termination of active duty. Exceptions to the one-year time limit may be made when a member is undergoing treatment at a government hospital (or civilian hospital at government expense) on the date of termination of active service or is hospitalized or undergoes treatment at any time during the year following retirement, when a member is undergoing education or training on the date of retirement in order to qualify for acceptable civilian employment or begins such education or training within the one-year period following retirement, or for other deserving cases.

Travel of Dependents

Upon retirement from the Navy, all officers and enlisted personnel in the grades of E-4 with over two years of service and E-5 through E-9 are entitled to transportation of their dependents to the same location that the member

Table 1. Summary of Authorizations and Restrictions for Shipping and Storage of Household Goods

Authorization	Restrictions
You may select a home of your choice and have your household goods, within your authorized weight allowances, shipped from your last duty station to the home selected.	Once you have selected a home and traveled to it, your selection is irrevocable as far as reimbursement for travel or shipment of household goods is concerned.
You may also have household goods shipped from any previous duty station, from a designated place in the United States, from storage, or any combination thereof to home selected for the purpose of receiving travel allowances for your travel.	If shipment is desired to other than the home of selection, see your Personal Property Transportation Officer regarding cost limitations. Goods must be turned over to a transportation officer or carrier for shipment within one year after termination of active duty.*
You may put all or any portion of your household goods in nontemporary storage in local commercial or government facility storage.	Transportation officer will select commercial or government facility storage whichever is more economical. Period of nontemporary storage may not exceed one year from date active duty was terminated.
You may have your household goods which were placed in nontemporary storage shipped to the selected home. See your shipping officer regarding entitlement to temporary storage, when necessary, incident to shipment from nontemporary storage.	Goods must be turned over to a transportation officer or carrier for shipment within one year after termination of active duty.*
Your household goods which were not placed in nontemporary storage may be placed in temporary storage pending shipment to the selected home.	Ninety days temporary storage is authorized in connection with a shipment to the selected home. An additional 90 days may be authorized if a detailed statement of circumstances beyond your control is furnished the shipping officer to support your request for storage in excess of 90 days. Storage beyond 180 days is not authorized.
You may have articles required for immediate use shipped to selected home by an expedited mode.	See your Personal Property Transportation Officer for entitlement.

NOTE: For complete details regarding storage and shipment of household goods, see your Personal Property Officer.

* Exceptions to the time limit for shipment and storage of household goods are made in those instances described in the above section on travel of Navy members and their dependents.

has selected for his or her personal travel.

Dependents must also perform travel within one year after termination of the member's active duty with the same exceptions that apply to the member.

Household Goods Shipment and Storage

The authorization and restrictions for shipping and storage of household goods are summarized in Table 1.

Base Facilities and Other Privileges

Members retired with pay are privileged to use American forces base facilities subject to the availability of space, facilities and capabilities of the activity. Reserve personnel retired in a non-pay status are not entitled to these privileges.

The commanding officer of the service activity determines whether or not base facilities are available to retired personnel. It must be remembered that the commanding officer must first take into consideration the number of active duty personnel that must be served by the base. The use of a base facility is a privilege which may be granted, not a right to which a retired member is automatically entitled.

The United States Naval Home

The United States Naval Home, Gulfport, Miss., is a naval station maintained to provide a home for officers and enlisted personnel of the Navy and Marine Corps and of the Coast Guard (when they served in that organization at the time it operated as part of the Navy) who may be entitled to admission.

The home, under management control of the Naval Military Personnel Command, is available to officers and enlisted members (male and female) who have been separated from service under honorable conditions or who are eligible to receive retired pay and who are unable to support themselves by manual labor.

Applicants must be of suitable moral character and must be in such physical condition at the time of entry into the home that they can be adequately cared for by the existing facilities.

Medical Care

The terms USHBP and CHAMPUS apply to one of the most important benefits available to retired members with dependents—especially the member who heads a growing family.

- USHBP stands for the Uniformed Services Health Benefits Program, one of the most comprehensive programs of medical benefits in the United States today.

Covered under USHBP are retired members, dependents of retired members, and survivors of deceased active duty or retired members.

The program's benefits are available either in a uniformed services medical facility (Navy, Army, Air Force and certain Public Health Service facilities) or in civilian facilities under the part of the USHBP called CHAMPUS (Civilian Health and Medical Program of the Uniformed Services).

- CHAMPUS is that part of the overall USHBP program which provides for medical care for retired members and dependents in civilian facilities (civilian hospitals, clinics, doctors' offices, doctors' visits, etc.).

You don't have to subscribe, enroll or pay premiums for the benefits of USHBP. The key is an ID card. Make sure your authorized dependents have current cards.

Don't expect dental care under USHBP because Congress did not intend that it be a dental care program. "Denticare" legislation is being considered by Congress and may be available in the future. There is some authorized dental care under USHBP, but it is generally that dental care which is medically necessary in the treatment of an otherwise covered medical (not dental) condition, is an integral part of the treatment of such medical treatment, and is essential to the control of the primary medical condition.

USHBP belongs to all the uniformed services and the commissioned corps of the Public Health Service (PHS) and the National Oceanic and Atmospheric Administration.

For further information on USHBP and CHAMPUS, see the second installment of this Rights and Benefits series in the January 1979 issue of *All Hands*.

Veterans Benefits for Retirees

For a comprehensive look at veterans benefits see the September 1979 issue of *All Hands*.

The Veterans Administration (VA) is the agency responsible for administering the major veterans' programs authorized by Congress. Retirement has been considered the same as discharge for the purpose of VA benefits. Therefore, the benefits administered by the VA which are available to personnel being separated or discharged from active service are available under the same conditions to retired personnel.

Eligibility of individual retired members for specific VA benefits must be determined by the VA. The Navy Department has no control over benefits authorized by law and payable by other Government agencies. The percentage of disability determined by the Navy for retirement purposes does not affect the determination of percentage of disability determined by the VA for VA benefits. The role of the Navy Department consists only of furnishing to the VA information which might be requested by that agency concerning the retired Navy member's military service and military retired pay.

The VA has regional offices and centers throughout the United States. Questions concerning VA benefits should be addressed to the nearest VA office.

To assist the VA in providing efficient service, you should submit a copy of your retirement orders or DD 214N when first seeking a benefit. Always give your full name, address, and social security number. When contacting the VA about benefit claims, address your regional office and give your VA file or claim number.

The VA is authorized by law to guarantee loans for homes; to administer the National Service Life Insurance,

United States Government Life Insurance, Servicemen's Group Life Insurance and Veterans Group Life Insurance programs; to provide medical benefits to disabled veterans and veterans of wartime service; to administer financial benefits payable to eligible veterans and their survivors; to provide special training and other aids to disabled veterans; to provide educational assistance or benefits for veterans, depending on their service dates; to administer the contributory educational assistance program for veterans who entered active duty on or after Jan. 1, 1977, and to administer certain burial benefits.

Federal and State Benefits

Unemployment Compensation

Your eligibility for unemployment compensation will be determined by the law of the state in which you file a claim. Receipt of retirement pay may prohibit or reduce payment of unemployment compensation in some states. Also, receipt of lump-sum payment for days of accrued, but unused, military leave may postpone payment of unemployment compensation in some states.

You may receive unemployment compensation for ex-servicemen (Title 5, U.S. Code, Chapter 85) if you meet the following requirements:

- At least 90 days' continuous active service, with discharge under conditions other than dishonorable or bad conduct.
- Unemployment occurring at the time of filing.
- Any other eligibility conditions prescribed by the state against which the member files a claim.

Benefits will not start until after:

- Any period for which you are receiving certain educational or vocational training allowances from the Veterans Administration.
- The applicable waiting period, if any, provided by the law of your state.

The local office of the state employment service should be contacted to determine eligibility. If there is no office in your locality, ask the local Postmaster for the address of the nearest office. In applying you will need separation form DD 214N, your social security card, and record of civilian employment, if any, both before and after military service.

Federal Civil Service Preference

Retired persons, by reason of their military service, may be eligible for preference in competitive examinations for an original Civil Service appointment.

Five points are added to the earned rating of an applicant who makes a passing grade and is an honorably separated veteran who served on active duty in the armed forces:

- During any war (the official dates for war service are Apr. 6, 1917, to July 2, 1921, and Dec. 7, 1941, to Apr. 28, 1952).



• During the period Apr. 28, 1952, through July 1, 1955.

• In any campaign or expedition for which a campaign badge or service medal has been authorized.

• For more than 180 consecutive days, any part of which occurred after Jan. 31, 1955, and before Oct. 15, 1976, not counting an initial period of active duty for training under the six-month Reserve or National Guard programs.

Ten points are added to the earned rating of an applicant who makes a passing grade and who establishes a claim to preference as having active wartime or peacetime service and has a service-connected disability or is receiving compensation, disability retirement benefits, or pension under the laws administered by the Veterans Administration, Army, Navy, Air Force, Coast Guard, or Public Health Service. A veteran who has been awarded the Purple Heart for wounds received in action is considered to have a service-connected disability.

• In some cases, a 10-point veteran's preference also may be awarded to the spouse of a 10-point veteran with a service-connected disability.

• The unremarried spouse of an honorably separated veteran who served on active duty during any war, or during the period Apr. 28, 1952, to July 1, 1955, or in any campaign or expedition for which a campaign badge or service medal was authorized. This includes the widow or widower of those who died on active duty during the same periods.

• The mother of a veteran who died under honorable conditions while on active duty during the same period, or who became permanently and totally disabled because of a service-connected disability, provided she is widowed, divorced, or separated from the father or he is permanently and totally disabled.

VA Educational Assistance to Children, Spouses, and Surviving Spouses of Disabled or Deceased Retirees

Educational assistance is available under the Dependents' Educational Assistance Program to the children, spouses, or surviving spouses of members retired with total and permanent disability or deceased retired members if the disability or death was a result of service in the armed forces during any period after the beginning of the Spanish-American War on April 21, 1898.

Age limits of children are generally between 18 and 26. But, in some instances, children below or above those age limits who are otherwise eligible may be permitted to receive assistance. Benefits will be afforded beyond an eligible person's 31st birthday only to permit completion of an unexpired semester or an incompleted course in an educational institution not operating on a semester or quarter system.

Applications and further information are available from the VA regional office serving the state or area in which the child is living.

GI Bill Educational Benefits

The GI Bill Educational Benefits for eligible veterans is explained in the tenth article in our series on Navy Rights and Benefits. See the September 1979 issue of *All Hands.*

Other Educational Assistance

The Navy itself has no funds for the purpose of awarding scholarships or any other form of student aid to dependents of naval personnel. Through the years, however, individuals, institutions and wives' clubs have established scholarship funds for sons and daughters of Navy, Marine Corps and Coast Guard members and former members. These groups establish eligibility criteria for their awards, maintain control of the funds, and appoint their own selection committees to determine the recipients. The role of the Director of the Naval Military Personnel Command is to provide a centralized source of informational material and applications in the Dependents Scholarship Program and to process the applications and school transcripts before submitting them for consideration to the various sponsors of the award.

The deadline for receipt of application and transcripts at the Naval Military Personnel Command is March 15 prior to the fall term of college.

As new groups and individuals are frequently added to the list of scholarship sponsors, and new information becomes available, *The Scholarship Pamphlet* (NAVPERS 15003 series), available from NMPC, and the application procedures are reviewed each year. Therefore, it is wise to request the current material before making application.

In addition, many educational institutions have loan funds from which a student may borrow to assist in meeting education expenses. Inquiry should be made to the college or university which the student is attending or plans to attend.

The Navy Relief Society offers interest-free loans to assist Navy and Marine Corps service members' dependent children in obtaining a college education or vocational training after completion of high school.

Children eligible for assistance are unmarried dependent sons and daughters (including stepchildren and legally adopted children) of:

• Personnel of the Regular Navy and Marine Corps of the United States.

• Personnel of the Reserve components when on extended active duty.

• Retired Regular or Reserve Navy or Marine Corps personnel who are in receipt of retired or retainer pay after 20 years, active duty or who have been medically retired.

Benefits From Private Organizations

Navy Relief Society

Personnel on the retired list of the regular Navy and Marine Corps and reservists who are in receipt of retired or retainer pay after 20 years, active duty or who have been medically retired retain their eligibility to use the various services offered by the Navy Relief Society. For more information on the Navy Relief Society, see the fourth in our series on Navy Rights and Benefits in the March 1979 issue of *All Hands* or contact the nearest auxiliary, branch or office of the Society.

American Red Cross

The American Red Cross, through the combined efforts of staff in local

chapters and in Veterans Administration offices, assists in preparing and developing claims for VA benefits.

Chapter and national organization staff help with requests for review and correction of military records. Chapter workers also help with applications for other federal and state benefits, including those available under the Survivor Benefit Plan.

The Red Cross provides information about, and help in obtaining, needed services from other agencies, offers counseling in personal and family problems, and assists in planning to meet financial needs.

By agreement with the Navy Relief Society, in areas where there is no Navy Relief Auxiliary, Navy and Marine Corps personnel and their dependents may apply through the Red Cross. If Navy Relief authorizes assistance, Red Cross will advance the funds and be reimbursed by the Society.

The local chapter serving your community may be contacted for further information about its program, the services offered and the opportunity for you to serve as a Red Cross volunteer helping other active and former Navy and Marine Corps personnel.

Veterans' and Other Organizations

Seventy organizations, including state agencies, have been authorized to present and prosecute claims to the Veterans Administration on behalf of veterans and their dependents. These are either chartered by Congress, designated by Congress, or otherwise recognized by the Veterans Administration. Only one organization may represent you at any one time. Contact the local chapter of veterans' organizations for further details.

Death and Burial of Retired Members

The Casualty Assistance Branch of the Naval Military Personnel Command will, upon request from survivors of deceased retirees, inform them of benefits for which they may qualify through the Navy and other agencies by reason of the service of the deceased.

This service is furnished in lieu of that provided through the Casualty Assistance Calls Program in the case of death of active duty members. This assistance may also be requested from the nearest naval activity.

The surviving spouse or immediate survivor of the retired member may also receive advice and assistance from various service and veterans' organizations. Representatives of these organizations will be glad to furnish aid in completing any required forms and information concerning benefits.

There is no charge for gravesites or for the opening or closing of graves in a national cemetery. However, expenses incident to preparation, casketing or transportation of remains from the place of death to a national cemetery must be met from private funds.

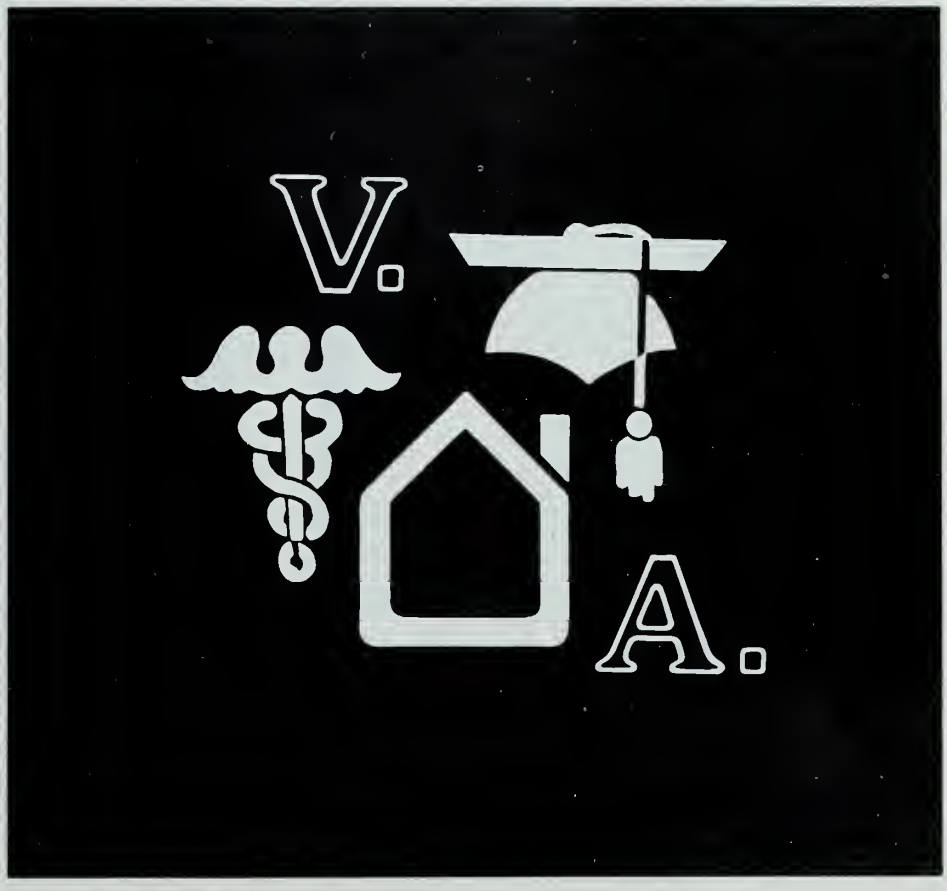
Both the VA and the Social Security Administration provide partial reimbursement of burial expenses under certain conditions, regardless of whether the burial is in a national cemetery.

A member or former member whose last active service terminated honorably is eligible for burial in any national cemetery, except Arlington, in which grave space is available.

If an individual—retiree or dependent—wishes to be buried at sea or to have cremated remains scattered over the ocean, that wish should be indicated in writing. Upon death, the individual designated to make disposition of the remains should contact the District Medical Officer at the nearest Naval District who will provide assistance.

A headstone or grave marker is available without charge for any deceased veteran of wartime or peacetime service whose last period of active service was terminated honorably. The VA also will allow a maximum of $50 toward the purchase price of a headstone or grave marker if it is more desirable to purchase one from a commercial supplier. Application for reimbursement may be made on VA Form 21-8834, Application for Reimbursement of Headstone or Marker Expenses.

An American flag will be furnished by a VA office or a first-class post office to drape the casket of each retired



member. The flag is delivered to the next of kin following interment.

The renditions of military ceremonies or honors depends upon the status of the decedent and upon the availability of American forces troops at an armed forces installation near the national cemetery. If it is determined by the commander of such installation that troops are not available, the next of kin or his representative may be able to arrange for the rendition of honors by members of local veterans' organizations.

For more information on Death and Burial benefits of retired members, see the first in this series on Navy Rights and Benefits in the December 1978 issue of *All Hands*.

Check-off List for Retired Personnel and Survivors

The head of a family should make things easier for that family by having papers in order to inform dependents of their rights and benefits.

Retired Member

Protect your family. Read and review the *Navy Guide for Retired Personnel* (see the publications chart accompanying this story) with your family. Keep them informed of their rights and benefits. Complete the Record of Personal Affairs found in the guide.

Keep your address current. Notify, as appropriate, the Naval Reserve Personnel Center, Navy Finance Center, Veterans Administration and the Naval Military Personnel Command.

Safeguard your records. Keep copies of your naval records and retirement papers orderly and in a safe place. Members who elected participation under the Survivor Benefit Plan should include information to that effect. Pre-September 21, 1972 retirees who retained coverage under the Retired Servicemen's Family Protection Plan (RSFPP) should keep RSFPP Election Notice with important papers. Information from these records will be needed to apply for certain benefits.

Keep your beneficiary current. Make changes as necessary due to change in marital status, deaths, etc.

Correspondence concerning benefits. In all correspondence, identify yourself completely by full name, rank/rate, service/file number, social security number and branch of service. If corresponding with the VA, include your claim number.

Periodic check on Social Security. Check, approximately every three years, your Social Security status.

Periodic check on insurance policy. Check your insurance policies periodically to insure current beneficiary. Holders of term contracts should consider converting to permanent plan insurance.

Obtain and read the applicable publications in the accompanying list.



Survivors

Burial in a National Cemetery, reimbursement of burial expenses and headstone information described above.

Notification in event of members' death. Immediately upon death of retired member, forward copy of death certificate to the Navy Finance Center. Give current address for yourself or executor of estate. This will assist in expediting payment of survivor benefits.

Review the Personal Affairs Record. Verify essential information concerning retired member and location of important documents.

Benefits for survivors. Don't hesitate to apply for any benefits to which you think you are entitled. Enclose all documents required by application.

Advice and assistance. Contact the VA, Red Cross, appropriate veterans' organizations, Casualty Assistance Branch of the Naval Military Personnel Command, or any naval activity for additional information and help.

Publications of Interest to Retirees

Retirement and Other Benefits

Disability Separation (NAVEDTRA 46601 series). American Forces Information Service, Department of Defense. Contains information about procedures leading to disability retirement or discharge and describes benefits accruing when physical disability ends an active military career.

Federal Benefits for Veterans and Dependents (VA Fact Sheet IS-1). Washington: Government Printing Office. Contains general information concerning most Federal benefits enacted by the Congress for veterans, their dependents, and beneficiaries.

Once a Veteran (NAVEDTRA 46602 series). American Forces Information Service, Department of Defense. Contains information on benefits available from the Veterans Administration and other federal agencies for service members who are to be released from active duty.

Reference Guide to Employment Activities of Retired Naval Personnel (NAVSO P-1778). Office of the Judge Advocate General, Department of the Navy, Washington, D.C. 20370. Explains the Dual Compensation Act, conflict of interest and other restrictions on civilian employment.

Your Social Security. Social Security Administration, U.S. Department of Health, Education and Welfare. Contains information concerning social security benefits as a result of service.

Your Personal Affairs (NAVEDTRA 46600 series). Office of Information for the Armed Forces, Department of Defense. Contains general information about matters affecting the personal affairs, including insurance and benefits, of service members and their families.

Veterans Preference in Federal Employment (EV 2), U.S. Office of Personnel Management, Washington: Government Printing Office. Explains the preference given to veterans in federal employment.

Retired Military Personnel in Federal Jobs (EV 4), U.S. Office of Personnel Management, Washington: Government Printing Office. Explains the restrictions imposed upon retired military personnel in federal employment.

Federal Job Information Centers Directory (BRE-9), U.S. Office of Personnel Management, Washington, D.C. 20415. A listing of Federal Job Information Centers throughout the U.S. where answers can be provided to questions about federal employment.

Your Retirement System (Pamphlet 18). U.S. Office of Personnel Management, Washington, D.C.: Government Printing Office ($3.00). Contains questions and answers concerning the Federal Civil Service Retirement Law.

Tax and Insurance

Armed Forces Federal Income Tax (NAVSO P-1983). Office of the Judge Advocate General, Navy Department, Washington, D.C. 20370. Covers most of the federal income tax problems encountered by active duty personnel.

Tax Credit for the Elderly (Publication No. 524). This document may be obtained free from District Directors of Internal Revenue.

National Service Life Insurance (VA Pamphlet 90-3). Veterans Administration. Contains information on premium rates on National Service Life Insurance.

United States Government Life Insurance. (VA Pamphlet 9-1). Veterans Administration. Contains information on premium rates on United States Government Life Insurance.

Servicemen's and Veterans Group Life Insurance Handbook (VA Handbook 29-75-1). Veterans Administration. Contains general information on Servicemen's Group Life Insurance and Veterans Group Life Insurance.

Survivor Benefit Plan for Retired Members of the Uniformed Services (NAVEDTRA 0503-LP-003-0280). American Forces Information Service, Department of Defense. Contains information about the Survivor Benefit

Plan under which members of the armed forces can provide incomes for their widows and eligible surviving children after their death. (Each prospective retiree should be provided a copy.)

Additionally, the three publications described below contain comprehensive, up-to-date information on military retirement that the retiree should find particularly useful.

Navy Guide for Retired Personnel and Their Families, (NAVPERS 15891 series). Provides detailed information on retired rights, benefits and privileges. In accordance with *BuPers Manual* Art. 6220120, this publication will be provided to career personnel prior to retirement. Copies may be ordered in accordance with NAVSUP 2002, COG I stock No. 0500-LP-345-1020. After retirement, current editions may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

Shift Colors (formerly the *Retired Naval Personnel Newsletter).* Published quarterly, updates information provided in the *Navy Guide for Retired Personnel and Their Families* and serves as an official line of communication between the Navy and members of the retired community to keep them informed of new legislation, significant changes in regulations and policy, and recent developments in the Navy. Retirees' names are entered automatically on the subscription list. Members who, for some reason, do not receive an issue within six months after retirement should contact the Editor, *Shift Colors,* NMPC 641E, Washington, D.C. 20370.

Uniformed Services Almanac. An unofficial digest of information on military pay and benefits. Mail all orders and communications to *Uniformed Services Almanac,* P.O. Box 400, Washington, D.C. 20044.

Periodicals

All Hands. Navy Internal Relations Activity, Office of the Chief of Information, Washington: Government Printing Office, Washington, D.C. 20402.

Journal of the Armed Forces. 1710 Connecticut Avenue, NW, Washington, D.C. 20009.

Naval Affairs. Fleet Reserve Association, 1303 New Hampshire Avenue, NW, Washington, D.C. 20036.

Sea Power. Navy League of the United States, 818 18th Street, SW, Washington, D.C. 20006.

Navy Times. Army Times Publishing Company, 475 School Street, SW, Washington, D.C. 20024.

The Retired Officer. Retired Officers Association, 201 North Washington St., Alexandria, Va. 22314.

The United States Naval Institute Proceedings. United States Naval Institute, Annapolis, Md. 21402.



WHERE TO GO FOR INFORMATION

IF YOU HAVE QUESTIONS:	GET ANSWERS FROM:
Your orders transferring you to the Navy's retired/Fleet Reserve lists.	Director, Retirement/Fleet Reserve Div. Naval Military Personnel Command (NMPC-23) Navy Department Washington, D.C. 20370
Service Record information and verification of dependent ID cards.	Naval Reserve Personnel Center New Orleans, LA 70149
Retired pay and allowances, SBP annuities or arrears of pay	Navy Finance Center Retired Pay Department (NFC-30) Anthony J. Celebrezze Federal Bldg. Cleveland, Ohio 44199
Miscellaneous Navy retirement assistance	Retired Personnel Support Section Naval Military Personnel Command (NMPC-641E) Navy Department Washington, D.C. 20370
Who to notify when retiree dies	Navy Finance Center Retired Pay Department (NFC-302) Anthony J. Celebrezze Federal Bldg. Cleveland, Ohio 44199
Change of next of kin or beneficiary if you hold National Service Life Insurance or United States Government Life Insurance	The Veterans Administration office that maintains your insurance records.
If you hold Servicemen's Group Life Insurance	Office of Servicemen's Group Life Insurance 212 Washington St., Newark, N.J. 07102
Verification and issuance of medals or unit awards	National Personnel Records Center Military Records Branch 9700 Page Boulevard St. Louis, Mo. 63132
Articles, books, scripts or speeches you have prepared for commercial publication and desire a review of for security, accuracy and policy.	Office of the Chief of Information (OI-211), Navy Department Washington, D.C. 20350
Passports	Passport Office Department of State, Washington, D.C. 20524
Government publications	Superintendent of Documents U.S. Government Printing Office Washington, D.C. 20402
Uniformed Services Health Benefits Program (USHBP) or the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS)	The Health Benefits Counselor at the nearest Navy or Marine Corps command or, The Surgeon General of the Navy (USHBP-CHAMPUS Office) Bureau of Medicine and Surgery, Washington, D.C. 20372
Admission to the United States Naval Home	Governor, United States Naval Home Gulfport, Miss. 39501
Federal government Civil Service retirement system	Bureau of Retirement Insurance and Occupational Health U.S. Civil Service Commission Washington, D.C. 20415
Homesteading public lands auctioned by the U.S. Government	Bureau of Land Management Department of the Interior Washington, D.C. 20240
Financial aid programs under the U.S. Office of Education	Office of Education U.S. Department of Health, Education and Welfare, Washington, D.C. 20202
Education scholarships under the Dependents' Scholarship Program	Community and Personal Services Division Naval Military Personnel Command (NMPC-641A1, Washington, D.C. 20370
Assistance from the Navy Relief Society	The local chapter of the Navy Relief Society or, The local chapter of the American Red Cross or, Headquarters, Navy Relief Society Room 1228, 801 North Randolph St. Arlington, Va. 22203
Assistance to survivors of deceased retirees	Casualty Assistance Branch Naval Military Personnel Command (NMPC-642) Washington, D.C. 20370
Application for headstone or grave marker	Director, Monument Service Veterans Administration 811 Vermont Ave., N.W. Washington, D.C. 20420

Mail Buoy

My Brother

SIR: The picture on page 8 of the July 1979 issue is of my brother who survived World War II and continued on with the submarine force, eventually retiring in March 1961. For your reference, the gentleman grasping the box is Tudor F. Davis, TMC (SS), USN (Ret).—Ronald G. Davis.



• *Guess it was just meant to be—our selecting a World War II photo of your brother to illustrate a feature in our July 1979 issue. Just goes to show it's a small world after all.*—ED.

Disposition of Fines

SIR: What is the disposition of any fines or deduction from pay of any enlisted man or any other person of the armed forces? Is this money from fines, etc., returned to the military for whatever it may be deemed fit or returned to the budget as not being used?—Edward J. Minor.

• *Money obtained from fines administered to Navy personnel goes to an account called unfunded reimbursements to cover some of the Navy's expenses.*—ED

Wrong Rank

SIR: The entry regarding the Uniformed Services University on page 7 of the July 1979 issue of *All Hands* contains a factual error. Students *entering* the School of Medicine are commissioned in pay grade O-1, regardless of prior status (civilian, enlisted, or officer). Graduates are promoted to pay grade O-3.—CPT Robert K. Gifford, MSC, USA.

NAP Jones

SIR: I thoroughly enjoyed your article in the September *All Hands* about MCPO R. K. Jones, last of the Naval Aviation Pilots. I had the distinct pleasure of flying with Master Chief Jones at NAS Barbers Point around 1965. At that time he was flying, and instructing, in everything from the T-33B jet trainer to the four-engine C-54.

I can personally attest to Master Chief Jones' professionalism. I don't think I've ever flown with anyone more attuned to the requirements of his profession and justifiably confident of his own ability; or anyone who enjoyed his work more.

No doubt the many Naval Aviators who learned from him will be glad to know that he is still going strong.—CAPT E. R. Gilkison.

F-18 Hornet

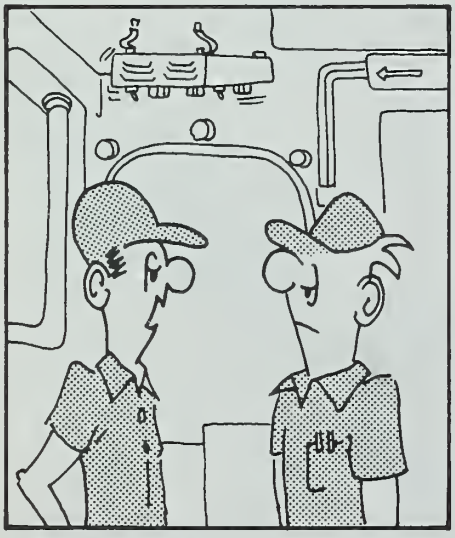
SIR: In your September issue, the facts speak for themselves—the F-18 *Hornet* is an impressive airplane. I feel, however, you made one small error; the last paragraph in the "Engines" section should have read, "experience has shown that in combat, a single seat fighter force loses more airplanes. . . ."—CPT R.F. Foley, USMC.

• *We contacted the project manager involved and received the following reply:*

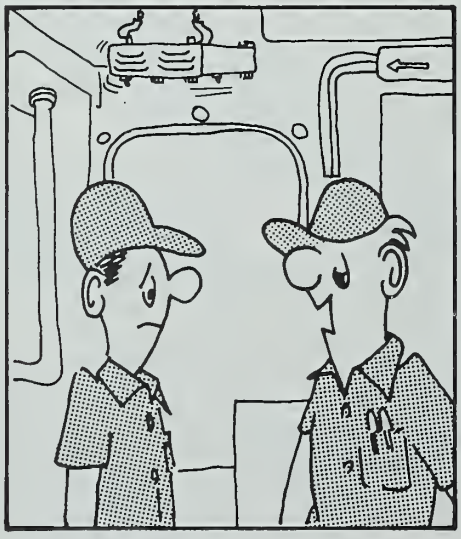
"It has been argued that single seat aircraft lose more in Air Combat Missions (ACM) than two-seat aircraft due to the additional set of eyes. The issue in the article is how many engines. We believe the data shows single engine aircraft losses due to engine problems are greater than two engine aircraft."—ED.

UT1 not HT1

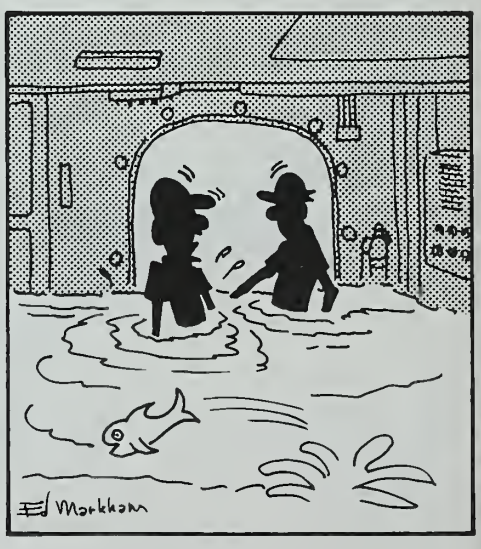
SIR: In the October issue, the article about the Sailors of the Year had a mistake in the accompanying table showing winners since 1972. The 1978 Shore winner was UT1 C.D. Bowles, not HT1.—CWO2 S.F. Lowe.



"Man, that's the worst storm I've seen in years!"



"Don't you think you're exaggerating a little bit?"



"Nope."

Stern Shots

Have you ever been at a military ceremony, counting the number of rounds fired in salute, and wondering which crack of the gun would be the final one? Try this quiz and see if you know the proper number of rounds and the type of music to be played for each VIP listed.

VIPs	No. of Rounds	Music
1. President of the United States	_____	_____
2. Secretary of the Navy	_____	_____
3. Lieutenant General	_____	_____
4. Under Secretary of the Air Force	_____	_____
5. U.S. Ambassador	_____	_____
6. Rear Admiral	_____	_____
7. Brigadier General	_____	_____
8. Vice President of the United States	_____	_____
9. Admiral	_____	_____
10. Former U.S. President	_____	_____

Number of gun rounds: 11, 13, 15, 17, 19, 21

Type of Music: A. Hail to the Chief; B. Hail Columbia;
C. Star Spangled Banner; D. Honors March;
E. General's March; F. Flag Officers' March

Answers: 1-21, A or C; 2-19, D; 3-15, E; 4-17, D; 5-19, C; 6-13, F; 7-11, E; 8-19, B; 9-17, F; 10-21, F.

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"People Open Up to Me" • See Page 6

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ALL HANDS

MARCH 1980



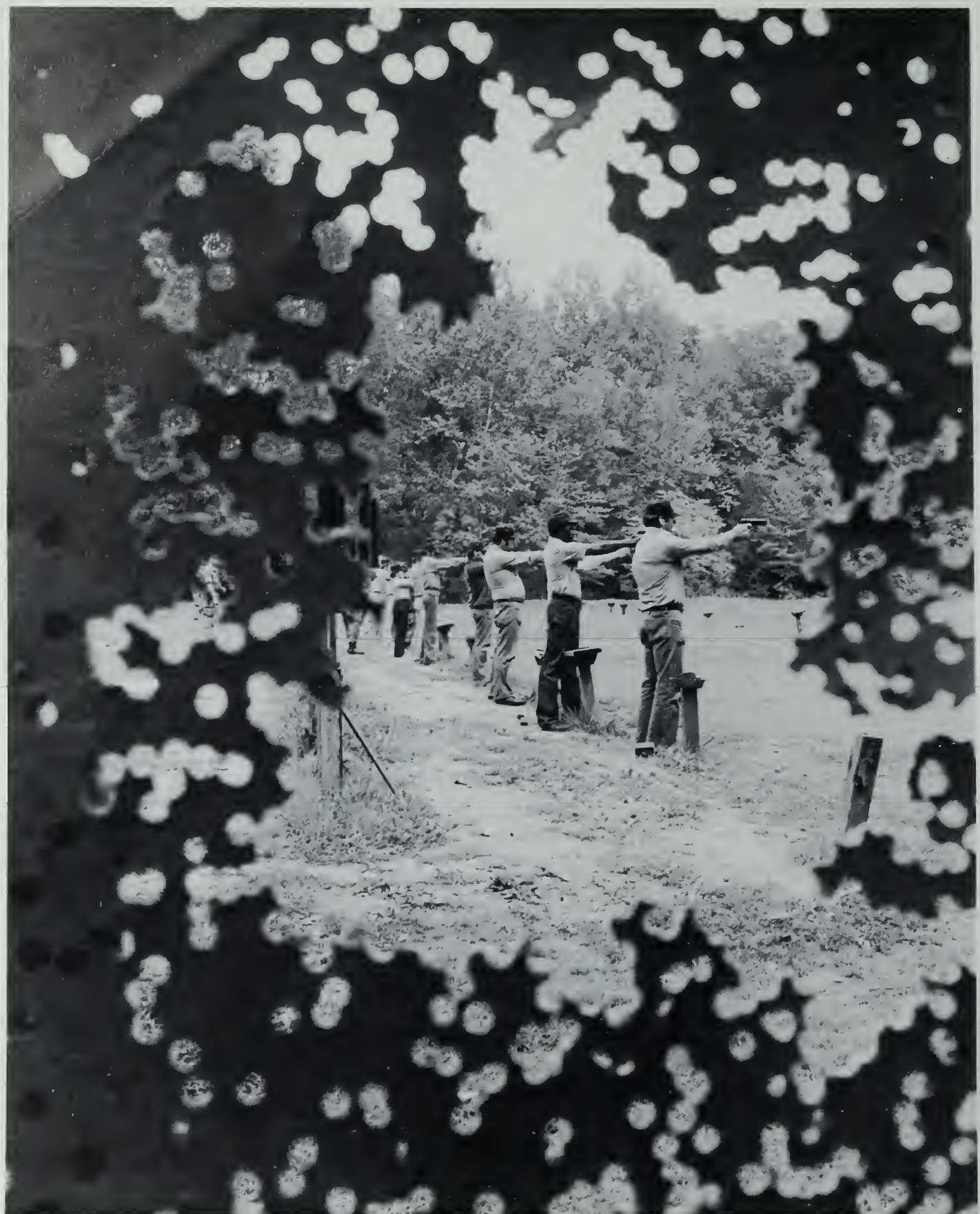
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in this issue:

USS Kennedy's Retention Effort

Nassau's First 81 Days

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Eagle-eyed sailors from the USS Harlan County *(LST 1196) on a practice range at Camp Smith, N.Y., seen through the remains of one of their targets. Camp Smith is a National Guard/Naval Militia facility 60 miles north of New York City. Photo by JOC Emmett Francois.*



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MAGAZINE OF THE U.S. NAVY—57th YEAR OF PUBLICATION
MARCH 1980 NUMBER 758

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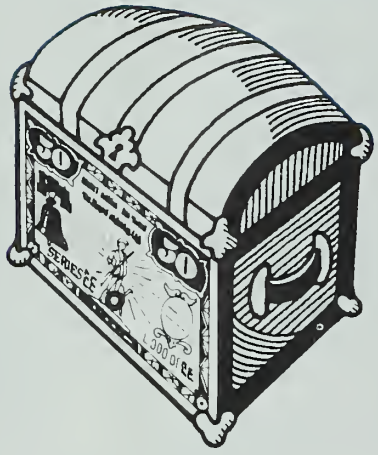
Front: *Kennedy*men in front of their shoreside home at Norfolk Naval Shipyard during overhaul. Photo by PHC John Francavillo.
Back: Navy's two-man bobsled team speeds through Zig-zag curve at Lake Placid, N.Y. Photo by PH1 Jim Preston.

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Currents

New Savings Bonds Have Added Bonus



The new Series EE bonds which went on sale for the first time on Jan. 1 have been dubbed "United States Energy Savings Bonds." The interest rate on these new bonds was originally announced as 6.5 percent. However, those bonds held to their full maturity—11 years—will receive an added bonus of 0.5 percent interest for a total of 7 percent interest. Bonds redeemed before their full maturity will receive only the previously announced 6.5 percent interest. Savings bonds have carried various names down through the years, reflecting national priorities during changing times. The first bonds were known as Defense Bonds before World War II. From 1941 to 1945, they bore the name of War Bonds. Energy Savings Bonds will be used to assist in financing the vast effort required to meet U.S. energy needs during the coming years. After June 30, 1980, all savings bonds purchased through payroll savings programs will be Energy Savings Bonds, Series EE. Series H and HH bonds will not be affected by this added bonus rate. Series E bonds and U.S. Savings Notes ("Freedom Shares") will also receive the 0.5 percent "energy bonus" if they are held for 11 years from the date of the first semiannual interest period beginning on or after Jan. 1, 1980.

Nimitz Group on Station in Indian Ocean

A three-ship carrier battle group—which had been operating in the Mediterranean Sea, 11,500 miles away by way of the Cape of Good Hope—is on station in the Indian Ocean. The nuclear-powered battle group, consisting of USS *Nimitz* (CVN 68), USS *California* (CGN 36), and USS *Texas* (CGN 39), departed from Italian ports on Jan. 4 and completed its transit to the Indian Ocean at an average speed of 25 knots. The *Nimitz* battle group relieved the USS *Kitty Hawk* (CV 63) battle group. The *Kitty Hawk* group includes USS *Berkeley* (DDG 15). USS *Jouett* (CG 29), USS *Stein* (FF 1065), and USS *Wabash* (AOR 5). Return of this group to West Coast home ports will end a deployment that began in May 1979. The *Nimitz* battle group will operate in the Indian Ocean region in company with another carrier battle group centered on USS *Coral Sea* (CV 43). USS *Nimitz* operates an air wing consisting of about 85 fighter, attack and support aircraft. While in the Indian Ocean, the *Nimitz* battle group will be under operational command of the Commander, U.S. 7th Fleet. Two carrier battle groups which preceded the *Nimitz* group into the Indian Ocean area were both on continuous duty at sea for more than three months. USS *Midway*'s most recent port call was Nov. 14, 1979, when she visited Mombasa, Kenya. USS *Kitty Hawk* was last in port when she departed Subic Bay, R.P., on Nov. 21, 1979.

DOD Issues New ID Card Regulations

Changes affecting issue and renewal of dependent ID cards and ID cards for retired people and reservists are taking place. Highlights of these changes are the requirements for more frequent renewal of dependents' ID cards and a "new look" for retired and reserve IDs. As current retired and reserve ID cards expire, they will be replaced with the new versions. New ID cards for retired personnel will be blue instead of gray. New IDs for reservists will remain red and Geneva Convention information will be added. Neither of the new cards will show fingerprints.

Aegis Ships Redesignated as Cruisers

Aegis ships, originally designated as guided missile destroyers, will be redesignated guided missile cruisers. Originally slated to carry the hull designation and number, DDG-47, the first *Aegis* ship will instead become CG-47. This first ship, currently under construction, is scheduled to be delivered to the fleet in January 1983. The projected lead ship of the class compares in size and armament to current modern cruisers in the U.S., Allied, and Soviet navies. In fact, its capabilities will exceed those embodied in cruisers currently in use. Ships of this class, built on the same hull as *Spruance*-class destroyers, have a larger displacement and a more capable, flexible weapons package. The heart of the new cruiser is its computer controlled *Aegis* weapons system that uses a radar to "see" in all directions almost at the same time. It can detect and track hundreds of aircraft and/or missiles at once. Data acquired by this system is processed and evaluated by the high speed computer, and an appropriate defensive response is arrived at in seconds. In addition to directing new Standard Missile 2 weapons against airborne targets, the *Aegis* combat system will control the ship's rapid fire guns, surface-to-surface missiles and antisubmarine weapons.

Try it—Duty in Another Navy



Opportunities are available for U.S. Navy sailors who would like to take part in the Personnel Exchange Program (PEP). This program offers interesting,and challenging duty assignments with armed services of the following countries: Australia, Belgium, Canada, West Germany, Italy, The Netherlands, New Zealand, Portugal, Sweden and the United Kingdom. Training for U.S. Navy enlisted personnel who are selected for this program includes professional training to meet specialized requirements for a particular exchange billet, foreign language instruction when required, and overseas diplomacy training to familiarize participants with essential information about the countries to which they will be assigned. PEP is an outstanding program for solid, capable performers, which has proven to be a rewarding experience for those who have taken part in past exchange programs. Additional information on the PEP program can be obtained from *TransMan* 9.25 or *Link* magazine, or by calling the PEP detailer (NMPC-492D) at AUTOVON 291-5618 or commercial (301) 427-5618.

Alcohol-Drug Counselor Applicants Needed

There is an ongoing need for qualified alcoholism treatment specialists and drug and alcohol abuse counselors Navywide. Alcohol and other drug abuse counselors work with men and women who have abused alcohol and used other drugs to the point where their lives have become unmanageable. There are few jobs as rewarding as that of helping these troubled people come to grips with their problems and begin to live useful, productive lives. The basic requirements for becoming an alcoholism treatment specialist (SNEC 9519) are that the person be a volunteer, E-5 or above, and have two years of continuous sobriety if a recovering alcoholic. Persons desiring to become drug and alcohol abuse counselors (SNEC 9522) must be E-4 or above, and preferably, volunteers. Chapter 9.20 of the *TransMan* and CNMPCNOTE 5356 of Aug. 31, 1979, provide further guidance on application procedures and class convening dates. Additional information may be obtained by calling AUTOVON 224-1006/1055/1064/1099/1152, or commercial (202) 694-1006/1055/1064/1099/1152/1195 and asking for PN1 John Strickland, or by writing Naval Military Personnel Command (NMPC-63), Washington, D.C. 20370.

Commendations for 32 Sailors After Ship Collision

Thirty-two sailors stationed aboard the replenishment ship USS *Milwaukee* (AOR 2) have received commendations for their actions after their ship was struck in port by a civilian tanker. Five men have received Navy Commendation medals, nine received Navy Achievement medals, and 18 received letters of commendation from Commander, Service Group Two. USS *Milwaukee* was struck by the 42,000-ton tanker, *Sanko Prestige,* while the Service Squadron Four Navy ship was docked in Norfolk, Va. There were no injuries on either ship. Aboard the Navy ship, which sustained a 40-foot by 15-foot gash, port aft, this lack of injury was credited to fast action by crew members. One Navy Commendation medal awardee, Chief Operations Specialist Arthur N. Johansen, ran from a shower and pulled sleeping men from their bunks as the out of control tanker, with emergency signals sounding, bore down on the Navy ship. Chief Johansen's bunk and those of three other crewmen were crushed by the impact. Other Navy Commendation medals were awarded to Lieutenant Commander Dennis W. Plank, Command Duty Officer at the time, LTJG Thomas S. Hartman, who coordinated action in the ship's engineroom, Machinist's Mate (MM) First Class Raymond W. Brubaker, who located ruptured pipes and secured the ship's watertight integrity, and Hull Maintenance Technician (HT) Third Class Michael J. Casali, the on-scene repair party leader. Navy Achievement medals were awarded to MMC Bernard J. Lawler, HT1 Frederick J. Bloomfield, HT3 Earl Henry Stevens Jr., HT2 Dale Allen Paris, HT3 Jeffery L. Payton, Ship's Serviceman Third Class Thomas L. Early, Boatswain's Mate (BM) Seaman Matthew P. Howard, BMSN Paul A. Garifalon, and BM2 George A. Beach.

Faster Guard III Responses Forthcoming







GUARD III is a program which has matched many career Navy people with their choice of duty at reenlistment time. Moving to support the Chief of Naval Operation's (CNO) number one objective—retention—Naval Military Personnel Command (NMPC) has initiated two moves to enhance this matching process. NMPC will now respond to message requests for GUARD III assignments with message responses committing the Navy to a specific assignment as requested, or offer a counterproposal when that assignment is not available. The other move taken was the establishment of a hotline for COs and XOs who have reenlistment prospects who are within 30 days of separation. GUARD III requests are normally answered within 10 working days. Most of this time can be attributed to the lengthy and relatively complicated responses required and the order writing process. Under the new procedure, NMPC will make the commitment for a particular assignment by message. This will be the CO's authority to enter a GUARD III guarantee in block 32 of the reenlistment contract. Orders will then follow in the normal manner. In cases where requests are made which the detailer is unable to fulfill, a counteroffer will be sent back by message. Those requesters found ineligible to participate in GUARD III will be told how to achieve GUARD III eligibility if possible. The hotline for CO/XO use is connected directly to detailer branch heads in specific areas. The numbers are:

Seabee/SPEC Warfare/ EOD/Diving	(NMPC 401)	AUTOVON 291-5769
Engineering/Hull Ratings	(NMPC 402)	AUTOVON 291-5805
Submarine (Tech. Ratings)/ Nuclear Power/Strategic Weapons Ratings	(NMPC 403)	AUTOVON 291-5826
Aviation Ratings	(NMPC 404)	AUTOVON 291-5834
Admin/Deck/Supply Ratings	(NMPC 405)	AUTOVON 291-5723
Technical Ratings	(NMPC 406)	AUTOVON 291-5840/1

All of these hotlines can be reached commercially by dialing area code 301, prefix 427, plus the last four digits of the above exchanges.

In Brief . . . .

Retention hotline. . . A three-minute recording which allows a caller to obtain current information on Navy retention initiatives and status of legislation which could affect Navy personnel has been established in OpNav. The phone number is: commercial (202) 694-3722; AUTOVON 224-3722.

"Red-Eye" first class flight OK. . . The Deputy Secretary of Defense has issued blanket authorization for use of first-class night or "Red-Eye" flights for official travel. This applies only when rates for such flights are the same as day-coach fares, and the traveler saves the cost of a day of per diem by flying at night instead of waiting until the next day. NAVOP 009/80 has details.

USS John F. Kennedy

A Ship



One would expect retention and habitability to go the way of the four winds during a long shipyard overhaul. But such wasn't the case aboard USS John F. Kennedy *(CV 67) in 1979. The ship went all out to prove her words:* Kennedy Does Care.

That Cares

Kennedy left the yard in Portsmouth, Va., early in February after a complex $77 million, 11-month overhaul. Two years of planning went into the job—the second major overhaul since *Kennedy* was placed in commission a decade ago. In addition to the usual hull blasting and repainting, other jobs included installation of three NATO *Sea Sparrow* missile systems, extensive repairs to weapons and aircraft elevators, and the installation of a new 300-ton air conditioning plant.

Naturally, that wasn't all the major work accomplished, but it gives an idea of the massive undertaking. Closer to the hearts of all aboard, the overhaul included installing the latest fast food service on the forward mess decks, and updating the carrier's laundry and dry cleaning facilities.

Kennedy also was on the receiving end of NAVSEA's (Naval Sea Systems Command) Habitability Improvement Self-Help Program. This $1.7 million project involved seven berthing spaces and 30 heads for almost 1,000 sailors.

Only the second carrier to take part in this program, *Kennedy* was bent on improving the lifestyle of her crew. In



truth, the ship is their home and it was discovered long ago that shipboard living conditions are at the very heart of Navy retention. Inadequate berthing and sanitation spaces, consciously or otherwise, weaken the morale of the users

Long before the Habitability Program, some Navy crews pointed the way by taking matters into their own hands and bringing about changes to their living areas, albeit they were certainly bootleg in nature. But those changes didn't take into consideration such things as weight, combustibility and damage control—all battle-related subjects.

Still, the idea of crews taking matters into their own hands was intriguing. A problem had to exist. Why else would sailors resort to back-breaking labor to effect changes in their berthing areas?

Aboard *Kennedy*, the work called for creation of a Habitability Division to tackle the Self-Help Program during the yard period. In other words, while the yard was resurfacing the hangar and flight decks with new non-skid material, and undertaking major rework in the main machinery rooms, *Kennedy* sailors, organized in three shifts (to work around the clock), took on the berthing spaces and heads. In addition, a fire watch division was formed—a lot of welding had to be accomplished.

The schedule called for ripping out existing equipment to the point that only the bare compartment remained, graced by fixed plumbing, vents and electrical facilities. Stark and sufficiently prepped, in went new locker-bunk ("coffin") units, or new multisink combinations. The rip-outs, preparation and installation were all performed by Habitability Division personnel.

Their work would make anyone proud. Going from scratch, they created modern, efficient, color-coordinated berthing spaces along with well-lighted heads, complete with hot-air hand dryers and opaque glass shower doors to retain heat.

The quality of work showed that it was accomplished by men who were going to live in the spaces themselves. It was their home and they put their best effort into it—an effort which more than matched the quality and quantity of material furnished.

As *Kennedy's* commanding officer, Captain Lowell Myers said, "The *Kennedy* sailor is treated with respect. He is extremely well-fed and his home is clean and neat."

But, as any sailor will tell you, yard periods are hard on the nerves. You no sooner get your spaces squared away than a shipyard gang comes in and welds a new thing-a-ma-bob onto the bulkhead and leaves the paint, messed up, with more residue from shipyard work.

The bigger the ship, the bigger the job, and the bigger the daily obstacle course. Air hoses and electrical lines are draped all over the place, resembling something akin to a Chinese noodle factory following a violent explosion. What was true yesterday is false today. Where you walked upright yesterday you'll earn a goose egg on the noggin today. No one ever reaches a point in his shipyard existence where he can safely say he's familiar with his surroundings. Gremlins seem to be constantly on the loose. Then, right in the middle of this daily confusion, someone decides to hold field day.

All right, you can live with the changing scene. You say you're as versatile as a Detroit auto designer in the midst of a panic year. Well, what about the noise, the constant assault upon one's ears? You can sweep up the dirt—even paint over it—but the noise won't go away. Your young nerves start to fray. Whose wouldn't? The pounding of chipping hammers driven by compressed air, sirens announcing yet another catapult test, the clanging of the bell on a shipyard crane, the shouting of a shipyard worker to his companion operating heavy equipment—all tend to make your nerves useless before their time.

Had enough of shipyard confusion? Well, *Kennedy* had enough and did something. In fact, she turned her yard period into an exercise in award win-





ning and morale building while keeping the quality of life as high as ever—maybe even higher. By winning five of the last seven awards presented to aircraft carriers, she achieved a milestone.

She won the Golden Anchor for the third consecutive year, taking the Atlantic Fleet award by retaining an average of more than four men per week for the entire year.

Kennedy also won her second consecutive Silver Anchor; took second place for her third consecutive Battle Efficiency Award; was first for the Marjorie Sterrett Battleship Fund Award; and, took the Bronze Hammer Award. The carrier was awarded a Meritorious Unit Commendation while operating in the continental United States and the Mediterranean from Dec. 1, 1977, to March 1, 1979.

Additionally, the 83,000-ton super carrier is currently a nominee and strong contender for her second consecutive Secretary of the Navy Energy Conservation Award. The Ney Committee even took a serious look at her galley and food service team (in a shipyard?).



At the root of it all is the motto one sees everywhere in the ship: "*Kennedy* Cares." It's on buttons and painted on bulkheads. These slogans are visible everywhere. Funny thing, *Kennedy* does care, and the feeling works its way down from CAPT Myers and his Executive Officer, Commander William R. McGowen, to the lowest ranking seamen aboard. On the crew level, "*Kennedy* Cares" seems to be a way of life. It's an interaction between shipmates.

"*John F. Kennedy* carries the motto 'We Care' very high and with great pride," said CAPT Myers. "The single most important factor that is considered in managing this large organization of patriots, while conducting a very dangerous business, is concern for the individual."

Time was—years and years ago—a capital ship went into the yard and the crew tolerated a strange existence. No one, it seemed, was bothered or concerned—totally—with the welfare of his shipmate. Still, one way or another, everyone got through the phase. But the ony "all hands" blast used to be the ship's Christmas party or some such event.

CAPT Myers and CDR McGowen had other ideas when it came time for *Kennedy* to enter NNSY Portsmouth, Va. In fact, CAPT Myers tackled the problem *before* he took over as CO, by stopping at the yard in the fall of 1978 (en route to the *Kennedy*) to look the situation over. *Kennedy* didn't wait for the situation to arrive before doing something about it—that's not the *Kennedy* way.

The captain got a look at a vacant barracks suggested as possible housing for the crew. The barracks, M-22, was once the Sea School for local Marines. It had been used as a living facility by the USS *Franklin D. Roosevelt* as that ship was being readied for decommissioning. Myers said he'd take it "pro-

*Opposite page: The motto "*Kennedy *Cares" was carried everywhere, even on the ship's temporary laundry. Top: During overhaul a ship can become one big obstacle course but ship's work still goes on—at left Chief Machinist's Mate Jimmy Humsick checks with one of his crew.*

vided it could be made safe." It had been vacant for about a year, the plumbing was on the fritz, electrical work had to be accomplished, and there wasn't a decent bunk or locker in the place. All told, the rehabilitation of M-22 was a sizable order. But matters were pressing —*Kennedy* was due to arrive in less than six months.

Old M-22 was only part of the housing package. Two decks of the shipyard's enlisted barracks, Dale Hall, Building 1439, were made available to *Kennedy*. That barracks had been modernized two years earlier so *Kennedy* sailors wouldn't be housed as far away as Dam Neck or Oceana; the vacant M-22 was needed desperately to fill the breach.

The shipyard came through with an "emergent request" that initially allowed for $350,000 to be spent on plumbing, the electrical system, and painting to make M-22 usable. Other funds came through from ComNavAirLant which permitted the purchase of bunks and lockers for 668 men.

But that was only part of it—assembling the knocked down lockers proved challenging because of a manpower shortage. *Kennedy* arrived March 7, but the lockers in M-22 still defied speedy assembly—holes wouldn't line up, screws were the wrong size and there wasn't enough labor on hand. AirLant sent over about 50 temporary workers to aid a shipyard team. All was together in 10 days. M-22 (once the Marine Corps' second-oldest barracks) was again back in the people business.

During the months of overhaul, refinements were added. *Kennedy* sailors continued to improve their quarters, which they named "The *Kennedy* Hilton." The basement, just recently used for storage, was originally a gymnasium. Following weeks of trash hauling, cleaning, and painting, all by *Kennedy*men, the area was made into a recreation facility. A boxing ring was set up, and an old, manual-set bowling alley was turned into a shuffleboard court, which became popular with the single sailors living in the barracks. Eight "exercycles" were brought from the ship, mirrors were installed, and the physical fitness room came into being (retiled and repainted), complete with wrestling mats, punching bags, barbell sets and a 16-station universal gym.

The *Kennedy* Hilton, in addition to serving as living quarters for single sailors displaced by the habitability work aboard, boasted no less than seven TV rooms, a free laundry, reading room, a game room with pool and ping pong tables, and two classrooms, besides berthing dorms. The shipyard has plans to continue to work in M-22 by constructing four-man cubicles in place of the open bays now in use. Spending will peak at about $900,000 for M-22 alone, but the *John F. Kennedy* showed the value of the real estate involved, including the park area across the street from M-22 which was used extensively by the barracks' residents.

"It was extremely gratifying," said CDR McGowen, "to see two or three hundred *Kennedy*men—after a hard day's work—out in front of M-22, actively engaged in all sorts of sports."

Even the porch area of the old barracks was used. Four Sunday afternoon picnics were held on that porch during the ship's yard stay and the Portsmouth Armed Services YMCA arranged for local youths to attend and join the fun.

A single sailor, Interior Communications Technician Second Class David S. Ewert, spoke for quite a few of his shipmates when he said, "M-22 made the whole difference in the yard period. Before we went to the yard, I expected to stay aboard ship. I didn't have any idea about M-22 being available to us.

"Living in M-22, I got to know people better. Before that, I just saw them aboard ship, and I really didn't get to meet them."

The ship's special services officer, Lieutenant Commander Dick Avery, started his athletic gear locker by purchasing 350 softball gloves. The softball craze had hit *Kennedy* with a will, and the carrier fielded no less than 27





teams (intramural). Despite many rainy days during 1979, the season reached a successful conclusion, with eight teams making the playoffs at the shipyard's Callaghan Center field—temporarily renamed "JFK Stadium"; three teams took top spots, winning JFK jackets.

This is part of McGowen's philosophy to keep *Kennedy*men happy. "I believe in the old 'work hard, play hard' line. Work a man hard during the day, pat him on the back for a job well done (lower down and harder if he does a rotten job), and give him activities to enjoy and the time to enjoy them. It works.

"Every three months, for example, we hold a gala 'all hands' picnic, complete with every type of food, refreshment and athletic event imaginable. In that vein, I believe we have the largest and finest athletic program in the entire fleet."

More money was spent on sports gear. Besides softball, *Kennedy*men engaged in:

•Football—19 teams; jackets and trophies to the top four teams; Pumpkin Bowl during fall picnic (all-ship, seasonal events) was the top event—complete with cheerleaders, a 40-piece marching band and Miss Virginia.

•Ice Hockey—17-man team was in third place in Virginia Open Hockey League.

•Basketball—22 intramural teams plus a ship's team.

•Boxing—ship's team with 22 on the squad.

•Racketball—32 participants in a tourney; four went on to Forces Afloat tourney.

•Tennis—26 played in the Summer Picnic Tourney.

•Golf—eight intramural teams; LN1 Gary Jahn won third spot at All-District, and took fourth in 5ND, and 16th in the Commander in Chief's Tourney at Cecil Field, Fla.

•Karate Club—LCPL "P.J." Pritchett instructs 14 students.

•Horseshoes at every picnic—spring, summer and fall.

•Pool—two tourneys locally, including one set up with single girls.

•Ping Pong—tables and gear purchased and tournaments formed.

•Volleyball—tournaments at every ship's picnic.

•Soccer—ship's team plays in Tidewater Soccer Association.

•Wrestling—19-man team in 11 classes in local competition.

•Weightlifting—38-man team.

•Two- and four-mile runs during picnics four times a year—300 runners.

For Dick Avery, all this was a drastic challenge. An F-4 radar intercept officer, the closest he got to a desk job was as a collateral duty public affairs officer for a squadron.

He took on his shoreside special services job on board *Kennedy* with vigor. Special services, particularly sports, was the hub around which the ship's retention effort revolved during the Norfolk Naval Shipyard stay.

Talk about the ship's overhaul and everyone—including Air Controlman First Class Howard Masterman—mentions the ship's bus. "One of the first things the ship did was buy a bus," said Masterman. "Besides being used for recreation, the Golden Anchor Special (the bus) was transportation for crew members who couldn't park in the shipyard because of the scarcity of spaces."

"Hey, it's a long way from Scott Center—outside the yard where the troops parked—to the ship's berth. It's even longer in the rain."

Masterman said that it used to take him as long to walk to the ship from where he had to park as it did for him to drive from his home in Norfolk.

The Golden Anchor Special was another of the *Kennedy's* Welfare and



Opposite page, top: LCDR Steve Pyles checks on progress in a berthing compartment. Below: Darlene McIntosh, Miss Virginia 1979, and CAPT Lowell Myers at the ship's fall picnic. Left: Kennedy*men at work on one of the flight deck's jet exhaust baffles.*

Recreation Fund purchases and, no doubt, it came in for a lot of ribbing. A name on its side and a new paint job couldn't hide the fact that the 1954, 52-passenger bus was really living on borrowed time. The $2,495 the ship paid for it had to be viewed as putting good money after bad, especially since the engine, too, was a loser. But Lieutenant (junior grade) Bill Jackson of the deck department had faith, and the bus is living proof. The ship's engineers went to work on it and found that the Golden Anchor had an engine similar to that used by the ship's utility boats.

The only thing they didn't really iron out was the starting procedure—sometimes it called for the driver to start it from the outside, rear, and run like crazy to the front and board the bus before the engine died. Deck sailors move fast, though.

"The bus was used when we had *Kennedy* Day at Busch Gardens in Williamsburg," said Masterman. (Reduced garden tickets were further reduced by special services for a real $5 bargain.) "It was also used when we had *Kennedy* Night at the ballpark."

Intelligence Specialist Third Class Mark Bobbitt reminded Masterman of the "detailers' trip" last May when the bus was again used to ferry a large group of *Kennedy* sailors to Washington to meet with their detailers and help line up their next duty. Bobbitt said trips like that help retention, but he's not sure about his own career plans after he completes his first hitch in a couple of years. "It's still up in the air," he said.

Wherever one goes aboard *Kennedy* one hears about standards, "Kennedy standards." At first, it seems to be just a term, a figure of speech much in the vein of a young person's constant use of "you know" and similar idioms. The ship's food service officer, Chief Warrant Officer Bob Potter, was the first to use the term "*Kennedy* standards."

"We came into the shipyard and developed the idea that nothing is too good for the enlisted members of the crew," he said. "Food affects retention, it affects morale, and, as anyone knows, the heartbeat of the whole ship is on the mess decks. That's where the captain goes if he wants to find out how his crew is responding to any situation."

During the overhaul, 20 new convection ovens were installed at a cost of $2,000 each (they doubled in price in just six months after installation). Another $800,000 installation provided everything in the fast food line—all high vitamin enriched—from pizzas, submarine sandwiches, hamburgers, fried chicken, to you name it. Pride of the division is a new doughnut machine which produces 200 dozen per hour.

Potter and Lieutenant Chuck Finley, the Mess Services division officer, checked on every detail during installation and they weren't hesitant in giving the "thumbs down" to shoddy gear and careless work. "If equipment doesn't work right, it lets the men down and defeats the system," said Potter.

With the shipyard guaranteeing its work (a standard situation for all its ship customers), shipyard supervisors and quality assurance inspectors on the scene, and *Kennedy*men checking everything, you could bet that high standards would be followed.

Kennedy standards were always on the mind of Chief Machinist's Mate Jimmy Humrich, who said: "We came into overhaul in really fantastic shape, engineering-wise. Oh sure, we had our problems; things get flat worn out after five years of steaming. But there wasn't



another carrier in the fleet that could steam like we could. We're sure going to come out better than when we came in."

These are veterans—Potter has better than 25 years, Finley, 19, Humrich with 15; one would expect them to speak in the affirmative. But the feeling reaches down to the lower enlisted, such as Mess Management Specialist Seaman Kevin Ford, also of the ship's food services division.



Involved with preventive maintenance of his division's equipment, Ford —with just a little over two years of service—is a confirmed *Kennedy*man. Besides being anxious to return to sea, and hopefully to the Med in the near future, Ford has a positive outlook concerning his job aboard the carrier. "I really enjoy my job. It's not something I wake up to in the morning and really don't want to do." A recent Sailor of the Quarter aboard his ship, Ford said, "I want to go as far as I can as an enlisted man—all the way to E-9."

The ship has to be doing something right, with hundreds of examples of how *Kennedy* cares for its men like Ford, Ewert or Masterman. The ship's laundry facilities are a good example.

As any sailor knows, keeping a clean seabag in the shipyard is a near impossibility. From the day a ship enters the yard, the laundry goes off the line and service isn't restored until the end of the overhaul. For married men with families in the area, the home washer and dryer take over but the single man has no such luxury. *Kennedy*, however, tackled the problem head on from the beginning of the overhaul.

As mentioned, laundry facilities were included in the restoration of M-22, but those machines hardly took care of the lion's share of the work. There were more than 2,500 men and officers involved in this operation—a long way from the carrier's seagoing complement but still a substantial number.

Enter the "*Kennedy* Kleaners," brainchild of Lieutenant Commander Steve Pyles. Starting from scratch, Pyles, with the help of AirLant and others, secured a semi-trailer, painted it green and had "*Kennedy* Cares" stenciled on its side. So much for public relations. Next, they installed washers and dryers (24 each—no charge for using) inside the 28-foot trailer, stacking dryers on top of washers to conserve space.

All right, sounds good, but a malfunction could easily pump water onto the trailer's floor and cause a short circuit or worse, with all the cables involved. Not to let a small detail get in the way of progress, Pyles secured all electrical fittings to the overhead. With tables outside the trailer for sorting and folding of clothes, "*Kennedy* Kleaners" was in business.

There, then, is the story of an overhaul, a long overhaul at that. It's the story, more importantly, of a ship which seized the opportunity to do something about retention and turn the tables on the old line that says unauthorized absentee (UA) rates go through the overhead during yard periods and reenlistments hit rock bottom.

In *Kennedy* as in almost any ship, there's a difference between the skipper's inport cabin and the crew's berthing areas. CAPT Myers and his exec, CDR McGowen, met the problem head on—even before *Kennedy* entered Norfolk Naval Shipyard a year ago. The captain and the exec showed that their world is the same world as their men—they're all shipmates—and as Myers said, his ship is a "large organization of patriots." *Kennedy* does care.—JFC

—Photos by PHC Richard D. Hill and PHC John Francavillo



Opposite page: Kennedy*men exit their temporary home at the shipyard; M-22 was used while the ship was undergoing a rigorous 11-month overhaul. Left, top: CAPT Myers on the carrier's bridge as the ship left the yard following overhaul. Left: The basement of M-22 was turned into a gym during the* Kennedy's *long stay.*

Great Lakes Cruise '79

Visiting Mid-America





In late summer 1978, when three Navy destroyers visited port cities along the Great Lakes, they attracted people from miles around. The public waited in long lines, and even stood in the rain to cheer and wave the arrival of the warships. To most Midwesterners, it was a rare opportunity to see the Navy up close.

The excitement and adventure that made the Navy's visit a memorable success was present again during Great Lakes Cruise 1979. Thousands of folks turned out at every stop along the way.

During that six-week cruise, guided missile frigate USS *Oliver Hazard Perry* (FFG 7) and tank landing ship USS *Fairfax County* (LST 1193) stopped at ports on all five of the Great Lakes, visiting 14 American and two Canadian cities.

Navy officers and crewmen, along with 125 embarked Marines, were host to some 78,000 visitors who came aboard for guided tours, daylight transit trips, and luncheons. Getting a chance to see exhibits like an M-60 tank, a 105mm howitzer and other assault equipment gave visitors, especially thousands of smiling youngsters, a special reason not to forget the day the Navy came to town.

To the sailors and Marines, too, the Navy's cruise to Middle America in 1979 was one that will not be forgotten.

—Story by PHC John Francavillo
—Photos by PHC Francavillo
PH3 Greg Hilton
PHAN Jesus Diaz

At each port city visited, sailors and Marines got a look at scenic Mid-America, while Midwesterners got a close look at life aboard a Navy ship.







USS Mount Baker

Sailors' Holiday

In the days of mighty clipper ships, men sailed the seas powered only by their wits and the winds. Today, men of the modern Navy keep their kinship to the sea alive by mastering the ancient art of sailing.

Navy men aboard 6th Fleet ammunition ship USS *Mount Baker* (AE 34) boast of being one of the few crews in the Navy to possess its own fleet of sailing boats.

"It is a most fitting activity for the Navy," said *Mount Baker*'s skipper, Commander John B. Bonds. "It's funny how we get out of touch in today's Navy with things like seamanship, navigation and other basic tools. Apart from those crewmen involved in watchstanding or in a few particular ratings, most Navy men don't learn much about seamanship. We need more emphasis on these basic elements of the sea. Aboard *Mount Baker,* we encourage all people desiring the enlisted or the officer Surface Warfare designator to join our sailing club."

An active yachtsman himself, CDR Bonds served on the committee that selected the foreign challenger to the America's Cup in 1977.

Ammunition ships like *Mount Baker* usually must anchor well clear of land due to their cargo. According to Bonds, this sometimes presents problems in morale for the "outcast" crews. "The development of *Mount Baker*'s sailing club was a deliberate attack on this morale problem," he said.

Through a $7,500 recreation grant obtained from the Naval Military Personnel Command's Recreation Division, *Mount Baker* was able to purchase six *Laser* Class boats, safety equipment and an outboard-powered *Zodiac* chase boat.

"Then the real work began," said Hospital Corpsman Second Class Wayne Pratten, *Mount Baker*'s sailing master. "We made launching floats from wood left over from ammunition cargo onloads. We then obtained surplus sonobuoy containers from salvage to provide necessary flotation."

When the sailing club was first organized, just about everyone was a beginner. "I feel that the best way to learn to sail is to do it," said Pratten. "Beginners get two hours of orientation and then they're on their own. This technique has proven quite successful."

To keep the sailing fleet financially afloat, crew members pay $2 for a two-hour sailing session. Coupons are sold through the ship's store.

"I never sailed before in my life," said Electrician's Mate First Class David Gillespie. "But now I do it every chance I get. I've been in the Navy five years, four aboard *Mount Baker.* The sailing club is the best morale booster I've seen aboard this ship."

When not in use, the boats are stored on the cargo deck in a rack which keeps them out of the way and secure. For launching, the boats are brought topside, lashed in pairs on floats and then hoisted over the side with the ship's cargo boom. Then the fun begins.

About 70 percent of *Mount Baker*'s 330-man crew have joined in on the fun. After completing the necessary qualifications, each crew member receives a *Mount Baker* Sailing Club card, identifying the holder as a member of the U.S. Naval Sailing Association.

"I have sailing enthusiasts today who were disciplinary problems five months ago," said Bonds. "The spirit of competition, and the physical stamina and confidence instilled by the sailing club has made the difference."

—Story and photos by JO1 Ken Duff

Mount Baker *crew men spend an afternoon in company with the wind and the waves, trying to master the art of sailing.*

Bearings



Science Fair Winners

As winners of the Navy-sponsored National Science Awards competition, this year's regional and state science fair finalists were awarded a 10-day trip to Hawaii for a tour of Navy science and engineering facilities. The favorite activity for the 16 winners turned out to be an eight-hour cruise aboard the Pearl Harbor-based submarine USS *Pogy* (SSN 647).

The winners, called "Science Cruisers," were only a few years younger than some crew members of *Pogy*. Students and crew exchanged ideas and interests in such subjects as oceanography, astronomy, engineering and physics.

One of the Science Cruisers, 17-year-old Kenneth J. Schopp, a Milwaukee senior, won the Navy award for his design and construction of a graphite-monitored nuclear reactor.

Each year, the Navy participates in regional and state science fairs which exhibit various research projects performed and submitted by high school students. The Office of Naval Research sponsors the annual Navy Science Awards to reward and encourage scientific achievement. —*JO1 Cindy Adams*

Energy Savings at Annapolis

One of the most efficient energy conservation systems in use by the Navy is called EMCS (Energy Monitoring and Control System). Using EMCS, the U.S. Naval Academy saved an estimated $600,000 over the last three years.

"In only two and a half years, the system paid for itself," said Jeff Hall of the academy's public works department.

The EMCS computer provides a continuous readout on energy efficiency while controlling the environment in seven academy buildings. If energy consumption exceeds a preestablished norm, or if there is an equipment malfunction, an alarm sounds and the computer immediately locates the trouble, thereby eliminating time-consuming trouble-shooting and speeding up repairs.

"Monitoring energy use is only the first step," said Hall. "Maximum efficiency at minimum cost requires control."

At the Naval Academy, heating and cooling units are automatically shut down when buildings are unoccupied. Air conditioners and fans are used alternately to improve efficiency and prevent overloading.

To support the EMCS, the Naval Academy has taken other steps to conserve energy. They include:

- Installing storm windows in nine buildings;
- Developing a solar system for domestic hot water to serve 16 military family apartment units at Arundel Estates;
- Completing the final design for installation of isolation valves in Rickover Hall;
- Designing a replacement heating and ventilation system for Halsey Field House to reduce utilities consumption up to 45 percent; and
- Completing a study of future projects for improving energy conservation in other academy facilities.

Public works system operator Martin J. Mclaughlin monitors the heating and cooling system at the Academy from this central panel.



Busman's Holiday!

Clear mountain air over Crowley County, Colorado, carried the delicious aroma of BBQ beef in all directions. It was the area's annual picnic that folks of Ordway, Colo., have been celebrating since 1911. To visiting Navy Mess Management Specialists John Britto and John Bundy, both attached to the Navy Food Management Team, San Diego, Calif., "Crowley County Days" was something big—really BIG!

The two came to this southeastern Colorado town to find out firsthand about the special "BBQ Beef, Cowboy Style" recipe that's made the county famous.

During their Navy careers, Senior Chief Bundy and Master Chief Britto have prepared many large meals—but not like the one they witnessed at the cookout.

The main course, BBQ beef, was prepared in a "cooking pan" that measured four feet by eight feet by three feet; the ingredients:

Mustard	7 gal.
Catsup	9 gal.
BBQ Sauce	7 gal.
Pepper	5 lb.
Salt	7½ lb.
Garlic Salt	2 lb.
Onion Salt	2 lb.
Celery Salt	2 lb.
Beef, ("diced" into 35-40 lb. chunks)	3,300 lb.

The giant-sized "skillet" was then placed in the oven—a huge pit dug in the ground by earth-moving equipment. While the main course was lowered into the hot fire pit to slow cook overnight, volunteers prepared some 300 pounds of pinto beans and a king's ration of sliced onions and pickles and fresh bread.

After three days of preparation (all by volunteer townspeople), the "free, all you can eat" festivities began. Thousands of hungry folks, their friends and tourists waited in line ready



to eat their fill while listening to Western music.

Piping hot, the diced pieces of beef were taken from the pan with pitchforks by servers wearing white gloves, who declared with great pride: "Come 'n' get it!" to some 5,500 very hungry cowboys and two U.S. Navy men.

After Bundy and Britto thanked their hosts for their hospitality, the cooking lesson and the special recipe, they headed back to San Diego thinking, "This recipe was just made for the Seabees." *—MSCM John D. Britto*

Wind Power

The largest windmill ever built for the Navy has been installed at Kaneohe, Hawaii, by the Civil Engineering Laboratory, Port Hueneme, Calif. The 20-kilowatt wind generator's 25-foot diameter metal propeller is mounted atop a 38-foot concrete tower. Testing of this and other wind energy conversion systems by the Navy will help determine the future of wind power as an alternate energy source within the shore establishment.

Approximately 180 Navy bases worldwide have recorded average wind speeds greater than 10 mph and could be considered as possible locations for wind machines. It is estimated that if wind systems were installed Navywide, energy savings could equal the equivalent of 700,000 barrels of oil a year.



Bearings

Swim Call

It better not be cold down there! A sailor gets ready to swing into the Mediterranean from the number four elevator of the carrier USS *Independence* (CV-62). Swim call is a way for the crew to relax and break up the routine of a long cruise. After hitting the water some 30 feet below, crew members return to the ship via a cargo net or one of the Jacob's ladders hung from the elevator.



But before a single person jumps in, several safety precautions are taken—including some rifle-toting gunners' mates, who patrol the swimming area in liberty boats along with hospital corpsmen and signalmen.

—by JOSN G.L. Turner
—Photo by JO2 George Aston

Cleveland's Bell

Today, despite the use of clocks and watches, the ringing of the ship's bell still is used to mark the time of day. For retired Navy Captain John M. Kennaday, there is one ship's bell that has special meaning—the bronze bell that was used aboard the old, coal-burning armored cruiser USS *Cleveland* (C 19).



Kennaday was a young Navy officer in 1928 when he reported aboard. He never forgot "his" *Cleveland* nor the ship's bell, even after a 30-year naval career which spanned a time that took the Navy from the last of the coal-burners to the advent of nuclear-powered submarines.

Kennaday's memory of his first ship and of that bronze bell was rekindled a few years ago when he saw the bell on display at a museum in Cleveland, Ohio. He then began writing letters to numerous Navy commands, the U.S. Naval Academy Alumni Association, the Western Reserve Historical Museum and the city of Cleveland in an attempt to have the bell returned to the Navy.

Now, five years after the start of Kennaday's letter-writing campaign, the bronze bell again rings for sailors on board a ship named *Cleveland*—San Diego-based amphibious transport dock USS *Cleveland* (LPD 7), the third naval ship bearing that name.

In a brief, but meaningful ceremony, Kennaday marked 12 noon aboard the new *Cleveland* by striking eight bells, thus bringing back to life the sound of an old ship's bell.

Living It Up

The USS *Kitty Hawk* (CV 63) has won the first Naval Air Force Pacific Fleet habitability award. The blue habitability "H," established by Commander Naval Air Force, recognizes efforts made by individual Pacific Fleet carriers to improve living conditions afloat.

Kitty Hawk's selection stemmed from the outstanding efforts of her "Quality-of-Life" division, a special group dedicated to upgrading living conditions throughout the ship. The ship was cited for her berthing areas, especially those spaces normally used by aircraft squadron personnel. The carrier's excellent food services program, selected as the best aboard Pacific Fleet aircraft carriers in early 1979, also contributed to her selection.

The primary factor considered in selecting a winner was the amount of improvement made during the past fiscal year. Under the ship's self-help program, more than 500 berths and eight sanitary spaces were refurbished. The "Quality-of-Life" division prepares plans to bring the living areas to acceptable standards by using proven techniques. Much of the work is done by people who live in the spaces under QOL division's supervision.

The blue "H" on *Kitty Hawk*'s bridge now tells the rest of the fleet she offers more comfortable living quarters and improved personal services.

Twins Still Together

Joseph John and John Joseph—the Baxter twins—have been doing things together for the past 20 years, or as long as they have been alive. It's only natural that both would be serving aboard the same ship today, the 6th Fleet flagship USS *Albany* (CG 10), homeported in Gaeta, Italy.

Their duties aboard *Albany,* however, are different. Joseph is a personnelman third class, John a boiler technician third class.

"All our lives, we've done things together," said Joseph. "When we were kids, we were constantly being invited to parties simply because we are identical twins."

John added: "During high school, we were both active in sports and band. I played the clarinet and Joseph played the trumpet. During our junior year, we crawled nine miles to raise money for the high school United Way Campaign. Along with four sore knees, we raised more than $200," John recalled.

Joseph said that being an identical twin proved beneficial in their school studies. "Having your own double was an advantage," he said. "Many times John and I would switch classes just to break up the routine. I could never take my brother's job today, nor do I think he could take mine . . . the jobs are totally different."

When John entered the Navy in October 1976, Joseph followed one month later. "We requested brother duty so we could travel through Europe together," said John. "Besides stopping at ports in Italy, this year we've visited ports in France and Spain. And every time we return to Gaeta, we have the chance to travel to cities like Rome."

With regard to future plans, the twins aren't so identical. John plans to use his Navy experience as a boiler technician to work in some facet of engineering. Joseph says he plans to reenlist for orders to shore duty in Florida.

"We can't be identical all our lives," said Joseph. "We are both beginning to seek out and realize our own direction in life. But we will always be twins, that's something that will never change."

—JO1 Ken Duff.

Baxter brothers brush up on a favorite musical tune.



Fearless Fights On

Crew members of Reserve Minesweeper USS *Fearless* (MSO 442) recently marked the ship's 25th year of service with a party at the Charleston, S.C., Naval Base picnic grounds. Another cause for celebration was that *Fearless*—a reserve ship not fully manned—was credited during 1979 refresher training with a score high enough for a fully manned active ship.

Fearless also boasts such accomplishments as locating the F-14 that crashed off Jacksonville, Fla.; the successful search and rescue of a disabled catamaran overdue in Charleston; and checking the Charleston channel entrance for German mines reportedly laid in World War II.

Zumwalt Awards

Six Navy Bachelor Enlisted Quarters (BEQs) drew top honors recently as the 1979 winners of the Admiral Elmo R. Zumwalt Awards for BEQ management.

Co-sponsored by the Secretary of the Navy and the American Hotel and Motel Association, the Zumwalt Awards give recognition to three finalists in two categories: large (500 or more people) and small (fewer than 500) BEQ management operations.

Based on total points earned from a special evaluation form, a panel chooses finalists in each category. After investigating management, administration, habitability, and custodial care in the large BEQs, the panelists selected Submarine Base, New London, Conn.; Naval Station, San Diego, Calif.; and Pacific Missile Test Center, Point Mugu, Calif.

For small BEQs, the top three winners were Naval Support Activity, New Orleans, La.; Naval Weapons Center, China Lake, Calif.; and Naval Coastal Systems Center, Panama City, Fla.

Each winning BEQ receives a bronze sculptured "Z" Award with certificates going to BEQ officers, managers and staff members.

Determined to Hit 100

The Lone Alumnus

If there's a stigma attached to old age, Admiral Walter S. Anderson doesn't know about it. "Even as a kid, I always wanted to be older," he said. "It seemed the older I got, the better life became."

At 98, life must be extremely good for the oldest living graduate of the Naval Academy (Class of 1903). He has a vitality to be envied, possesses a keen mind, and vividly remembers events of long ago.

A native of Carlinville, Ill., Admiral Anderson entered the Naval Academy in the fall of 1899. "I wanted to come to the Naval Academy ever since my early teens. At 18, my dream finally became a reality. Even though my father wanted me to be a lawyer and eventually become his junior partner, he helped me get a nomination to the Academy. But that's as far as he went—wouldn't send me through any kind of preparatory school," he said.



ADM Anderson as he was photographed for his class yearbook.

The admiral believes that, at the time, about one-fourth of applicants to Annapolis went to prep schools before tackling the Academy's rigorous, two-day entrance examination. He remembers that, despite being valedictorian for his high school class, the exam's reputation gave him some jitters.

When the results were known, Anderson found he had ". . . failed grammar and geography. But fortunately for me, they allowed applicants to retake portions of the test. The second time around, I passed. It was just by the skin of my teeth, but I did it."

Reporting to the Academy, he arrived at a much smaller campus than the one that exists today. "When I was there, the campus consisted of about 100 acres. We thought the grounds were really large then, and could hardly conceive of their being expanded—certainly not to the current 329 acres."

He described the campus at the turn of the century—a library, observatory, and a few other buildings. The athletic facilities included two boat houses, a gymnasium and an indoor swimming pool. Today, athletic programs alone encompass 27 varsity and 31 intramural sports.

In Admiral Anderson's days as a midshipman, classes included seamanship, navigation, ordnance and gunnery. There were also courses in physics, mathematics, English, modern language and law. Each midshipman

-Class of 1903

took the same courses—a sharp contrast to the 18 major areas of study now offered.

The admiral finished sixth in his class of 50 with the rank of "passed midshipman"; graduates had to wait two years before gaining officer status.

Several months after being graduated in February 1903, (graduating early because of a need for seagoing officers), Anderson went to sea aboard the 400-foot cruiser USS *Brooklyn,* which had starred in the naval victory over Spanish forces at Santiago, Cuba, five years before. Within three months, Midshipman Anderson was serving as the ship's senior officer of the deck. Later, he took charge of *Brooklyn's* portside turret guns.

Thinking of those times when Navy ships still ran on coal, the admiral said, "We didn't have all the expert 'fire control' back then that we have today. . . I would lay on top of the turret to spot for our gunners. And using an ordinary rubber hose, from me to inside the turret, I would relay messages—'up one hundred, or right one hundred'—for proper sight adjustments."

In 1905, he was an ensign aboard USS *Galveston,* one of five cruisers that made up the escort which accompanied the remains of John Paul Jones from France to the United States, arriving on July 22. Jones was reinterred at the then new Naval Academy Chapel on April 24, 1906.

Later assignments included duty as Commandant, Seventh Naval District and head of the Navy's Board of Inspection and Survey. The admiral said the highest point of his career came just before World War II, when he directed the Office of Naval Intelligence under President Roosevelt. He retired in 1946 with 47 years of service.

Today, this gentleman of spectacular longevity is satisfied in knowing that his achievements over the last century have been many. "But I'm determined to do one more thing," he says. "Stay alive until Oct. 4, 1981, and outlive my grandfather—he came within three days of being 100." With a confident grin, the man who would be a centenarian makes an offer: "And $20 says I'll make it." —*Tom Hankus*



Admiral Walter S. Anderson



It's an all-out effort to undertake training while USS Nassau *is under way.*

USS Nassau

The 81-day wonder

USS *Nassau* (LHA 4) was a new ship. It glistened inside and out. Decked out with 2,000 yards of bunting, it looked great; the commissioning proceeded without a hitch.

Then, it was down to business. The long months of shakedown were about to begin for the Navy's fourth and newest general purpose amphibious assault ship. The operations schedule included an initial underway period from Pascagoula, Miss., to her home port of Norfolk, Va.; weekly operations off the Virginia Capes; and a shakedown training period at Guantanamo Bay, Cuba, all before year's end.

Then would come amphibious warfare shakedown and a post shakedown yard availability. *Nassau's* operational deployment wouldn't come into the picture until some time in 1981. At least that's what the CO thought.

Captain W.A. Kearns Jr., *Nassau's* commanding Officer, thoroughly briefed the crew. Looking ahead to the many tiring and sometimes boring months of training before the first operational deployment, he stressed professionalism and safety.

"First we crawl, then we walk, and



then, when we're ready, we'll run," he said.

And so, they got ready. Young, inexperienced hands grasped equipment that some had only read about. Drill followed drill as the experienced taught the inexperienced. Even the old salts learned as the ship's sophisticated, state-of-the-art combat assault systems were exercised. Cargo monorails, pallet transporters, fork lifts, elevators and cargo conveyor systems were used during drills, putting all hands in a uniquely "gator" operation: Condition One Alpha—the state of readiness established to land the landing force.

With two months of training, *Nassau* entered the month of October with a sense of pride. Much had been accomplished, but much remained. Hull and engines proved sound, gear was declared good. The nearly 40,000 tons of cold metal had been transformed into a highly efficient member of the "Gator Navy." The ingredients contributed by the crew were in correct proportions.





In an extremely short time, *Nassau's* crew had gained recognition for its aggressiveness and tenacity.

Then, during the early morning hours of October 2, while conducting underway replenishment training, *Nassau* received operational deployment orders. The ship returned to Norfolk that day and began loading and stowing stores and munitions to provide sustained support for embarked Marine Corps units for seven days.

Seven days later, *Nassau* departed for Morehead City, N.C., to embark the 38th Marine Amphibious Unit. A brief stop was made off Virginia Beach to onload four utility landing craft (LCU) from Little Creek's Assault Craft Unit Two.

By the next day, some 34 Marine *Sea Knight* (CH-46) and *Sea Stallion* (CH-53) helicopters were hauling aboard troops and cargo. While cargo was hauled down from the 820-foot flight deck, the well deck bristled with activity as landing craft brought in additional troops and cargo, including 248 vehicles for use in support of the landing exercise.

By the afternoon of October 11, *Nassau* joined the older USS *Plymouth Rock* (LSD 29) and USS *Spartanburg County* (LST 1192), forming *Task Force One Four Five.* They then steamed for Guantanamo Bay.

It was only 81 days since the commissioning pennant had been hoisted over *Nassau's* deck. Now the ship was leading Guantanamo Bay Reinforcement Exercise (GTMO REINFORC–EX 1-79).

The pace en route was as rapid as it had been during the onload. Suddenly, the total head count aboard had increased from the ship's crew of 835 to 2,500. New watch stations were manned while services and systems were operated to the maximum design capability. In addition to the main battery of Marine assault troops, *Nassau* carried more supplies and equipment than would be used by a Marine Amphibious Unit during a normal six-month Mediterranean deployment.

As H-hour approached on the 17th, *Nassau* found itself in Guantanamo Bay during a tropical downpour. At first light, the first wave of Marine helos lifted off. Within an hour, 22 helicopters were launched. The well deck was flooded and landing craft, loaded with troops and vehicles, emerged and joined the surface landing waves. Precisely on time, the air wave made a landfall at the exact minute dictated by the assault plan.

By the following afternoon, the administrative offload was completed. *Nassau* and crew had arrived.

In all, the 81-day-old ship had loaded, transported and offloaded more than 750 tons of cargo, 248 vehicles, 1,660 troops and 26 helicopters, in a 17-day evolution without a single injury, aircraft incident, or lost pallet of cargo. *Nassau's* sailors had put life into their ship.

Commander Amphibious Squadron Six summed it up: "The observations cited (in the end of ops report) are but a few examples of the extraordinary performance manifested by the crew of *Nassau.* Their continued enthusiasm and desire to excel will undoubtedly produce the best prepared and capable ship in the force."

USS *Nassau,* thrust suddenly into an operational exercise, had become a proud and respected ship of Amphibious Group Two and the Naval Surface Force, U.S. Atlantic Fleet.

—Story by LCDR Paul D. Wilkes Jr.

—Photos by PH2 K. M. Davis
PH2 K. L. Reynolds
PH3 C. P. Smith
PHAN G. G. Neuenswander
PHAN E. L. Shoup



Opposite page: More than 500 landings were logged by Primary Flight Control. Left: Two of the 248 vehicles transported by LCU from Nassau *to support the landing exercise.*

Don't Wait – Go Out and Get Them

There's no secret formula. All it takes is believing in what you're doing and doing a lot of it. That's what the Navy's 12 top recruiters for 1979 said about being a successful recruiter.

There were two winners from each of the Navy Recruiting Command's six recruiting areas. The best six enlisted recruiters were selected from among 3,835 full-time recruiters nationwide. Six recruiting officers earned recognition as the best out of 213.

These recruiters and their spouses and some family members were honored in Washington, D.C., at award activities in January. During their stay, the recruiters and their families met with Chief of Naval Operations Admiral Thomas B. Hayward, breakfasted with Secretary of the Navy Edward Hidalgo, toured Washington landmarks such as the White House and the Capitol, and were honored at luncheons sponsored by the Non-Commissioned Officers As-



sociation, the Navy League D.C. Council, and the Fleet Reserve Association.

At ceremonies at Navy Recruiting Command headquarters, the top enlisted and officer recruiters received Navy Commendation Medals while the remaining 10 received Navy Achievement Medals. At every event, they were recognized for their aggressiveness and initiative.

To be a good Navy recruiter, each said, you can't wait for prospects to come to you—you've got to get out and meet people, attend festivals, go into schools, make use of radio and television, and do anything and everything that will provide good exposure for the Navy. After all, according to the winners, the Navy has a lot to offer; it's a recruiter's job to let people know about it.

Navy recruiter Marjorie H. Elliott, from Naval Recruiting Station (NRS) Lafayette, La., said that her "belief in the Navy" is the most important thing. She works in an area where the majority of the people are of French descent and are noted for their strong family ties and reluctance to move very far from home. Historically, recruiting in her territory has been extremely difficult. Nevertheless, in 1979, Yeoman First Class Elliott enlisted 102 persons into the Navy—nearly four times the national annual average per recruiter. As a result of her achievement in recruiting such great numbers of quality individuals, she was selected as the outstanding enlisted recruiter of the year and meritoriously advanced to chief petty officer.

Chief Quartermaster Joseph A. Hajdinak of NRS San Diego, Calif., is credited with 101 enlistments. He said that a good recruiter must know more than his job. "You've got to be up on current events, too," he said, "and on the Navy's role in world affairs."

All of the Navy's top recruiters insisted that a recruiter's image must reflect credibility, not just while they're in uniform, but anytime and anyplace.

Operations Specialist First Class Calvin B. Thomas, a canvasser/recruiter at NRS Trenton, N.J., covers a 266-square mile area. He said much of his territory is influenced by the presence of several Army and Air Force bases. To some recruiters, competition like that might be a problem, but Calvin's unflagging enthusiasm and straightforward manner suggests that his ef-

The Navy's top six enlisted recruiters were guests of honor at CruitCom headquarters in Wash. D.C. (opposite page l-r): OS1 Calvin B. Thomas; SK2 Mary C. Bethel; QMC Joseph A. Hajdinak, RADM F.H. Miller, Commander Navy Recruiting Command; YNC Marjorie H. Elliott; Force Master Chief John Adams, Navy Recruiting Command; NC1 Donald R. Grice; and MM1 Phillip D. Stevens.

Officer Recruiters (below l-r): LT John P. Curtiss; LT M. Jane Hruby; LT Jeffrey D. Cavanagh; LT Paula Barnes; LCDR David C. Kendall; Chief of Naval Operations Admiral Thomas B. Hayward; RADM Floyd H. Miller, Commander, Navy Recruiting Command; CDR Wallis M. Logan (NRD, Raleigh, N.C., second runner-up); CDR Charles E. Brooks (NRD, Washington, D.C., first runner-up); CAPT John Carpenter (outstanding recruiting district, Jacksonville, Fla.); and LCDR George I. Kuykendall.



forts to put the Navy out front were more fun than hard work. In any case, it paid off.

In 1979, Navy recruiters reenlisted some 6,800 prior-service men and women. Ship's Serviceman First Class Donald R. Grice of NRS Pensacola, Fla., said that more than half of the 82 people he enlisted were veterans. He suggested that recruiters who wage an active campaign to reenlist prior-service people can get results.

The outstanding officer recruiter of the year, Lieutenant Commander David C. Kendall of Navy Recruiting District (NRD) San Diego, said that no recruiter should expect every campaign to produce immediate results. He said the time a recruiter spends visiting schools, attending local functions and participating in volunteer projects is time well spent, and doing it as often as possible will pay off in the end.

Lieutenant Jeffrey D. Cavanagh, who works out of NRD Jacksonville, Fla., said it's not just the candidate that a recruiter must deal with, sometimes it's the spouse and family who also will want to know what the Navy can offer. He said that if it wasn't for the help of his wife, Kathleen, who frequently meets with wives and families of interested candidates to answer questions, he couldn't have done it. "A recruiter's wife doesn't get paid for helping, but the contributions and personal sacrifices she makes do a great deal for the recruiting effort," said Cavanagh. "Every good recruiter knows that there are some questions that a Navy wife can answer better than anyone."

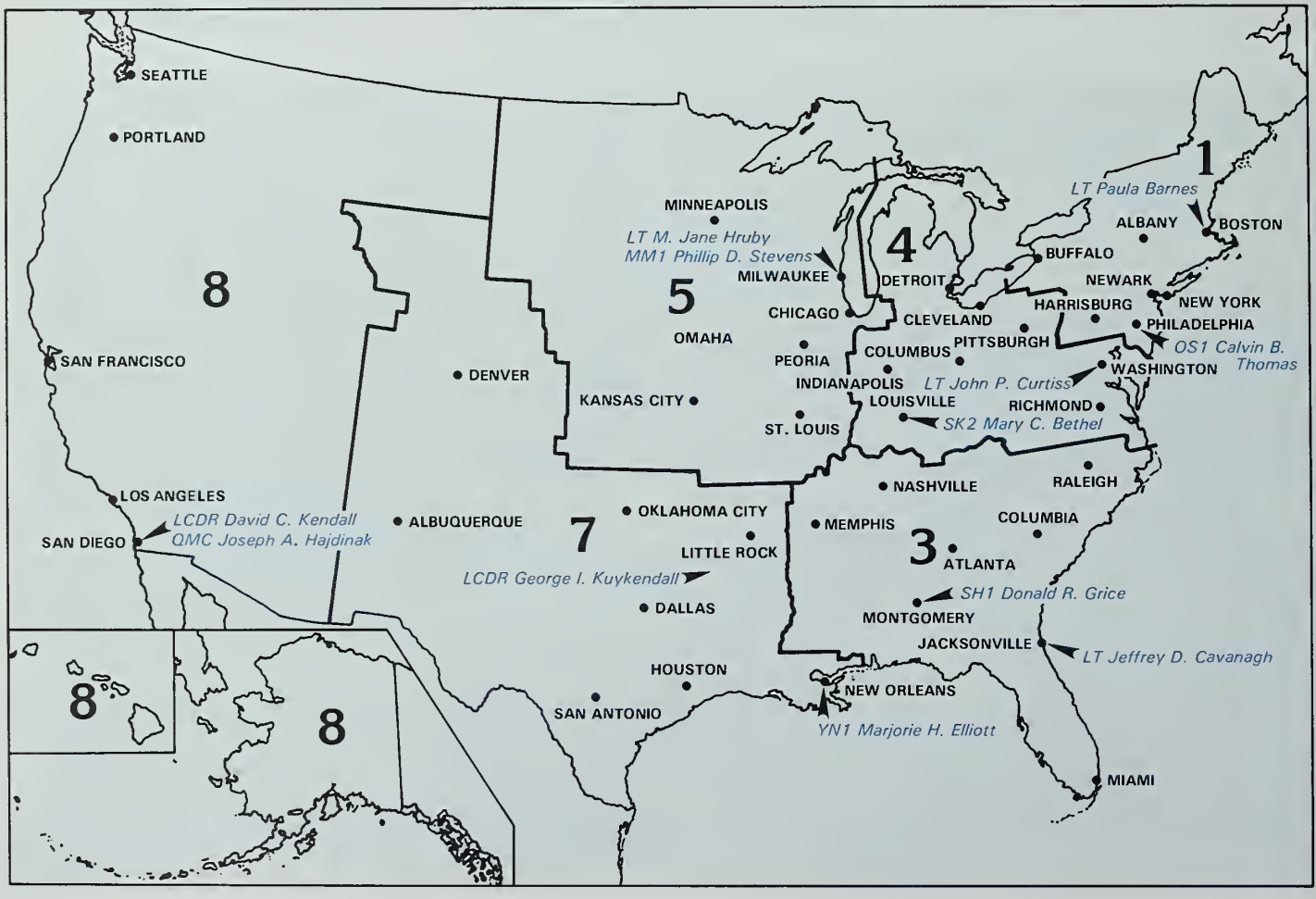
In many instances, a female recruiter is the only recruiter to whom a candidate will talk. In 1979, over 9,100 women enlisted in the Navy, some of them after talking to Lieutenant M. Jane Hruby, a Milwaukee recruiter. She said many of the women she enlisted were especially interested in job security and job opportunities. "Equal pay for equal work," she said, "is a strong incentive for women looking at the Navy."

In the early days of the Navy, the best recruiters were probably the sailors who told the best sea stories. Exciting tales of faraway lands inspired more than a few young men to seek a Navy adventure. Such stories have helped Navy recruiting all along, but nowadays, say the Navy's best recruiters, there are stronger attractions than the lure of ocean voyages and tropical isles.

People are interested in training, education and a good future; a lot of them are women, a lot of them veterans who wouldn't hesitate to come back in. The Navy's top recruiters for 1979 believe that all a recruiter needs to do is find out who those people are.

—By JO2 Steve Bellow

SIX NAVY RECRUITING AREAS



FPCA Revised

Get your ballot now

If you are among the five million U.S. citizens who will vote this year by absentee ballot, the new Federal Post Card Application (FPCA) may help make your absentee registration and voting easier than in previous election years.

The revised FPCA (to be used starting with the 1980 primaries) contains 16 detailed questions that provide all the states, territories and the District of Columbia with the information they need to process a voter's application. It replaces the old FPCA, which—over the years—has become outdated as state legislatures made changes to their election laws. The new FPCA was developed only after each state reviewed the proposed application to insure that specific information requirements were included.

Almost all the states now accept the new FPCA form as a simultaneous application for both registration and application for an absentee ballot. The majority of states ask only that an eligible voter submit one FPCA. These states will then register and send an absentee ballot to the voter, who would then vote and return the ballot to the state.

Some states, however, may require a voter to submit two FPCAs—one to request registration, followed by a second to request an absentee ballot. And a few states will regard the submission of a completed FPCA as only a request to receive state registration forms. A particular state's registration and voting requirements will be made available to voters only when they send in a completed FPCA.

The revised FPCA is now available at military installations, U.S. embassies, and U.S. consulates worldwide. To obtain an FPCA, contact your Voting Assistance Officer located at your command.

When mailing the FPCA to your state, remember that it is a postage-free form as long as it is mailed at a U.S. postal facility or mailed from an APO or FPO facility. ⚓

STATE PRIMARY ELECTIONS—1980

March
18 Illinois

April
22 Pennsylvania

May
3 Texas
6 Indiana
6 North Carolina
13 Maryland
13 Nebraska
20 Oregon
25 Puerto Rico
27 Arkansas
27 Idaho
27 Kentucky

June
3 California
3 Iowa
3 Mississippi
3 Montana
3 New Jersey
3 New Mexico
3 Ohio
3 South Dakota
3 West Virginia
10 Maine
10 South Carolina
10 Virginia

August
5 Kansas
5 Missouri
5 Michigan
7 Tennessee
12 Georgia
26 Alaska
26 Oklahoma

September
2 Alabama
2 North Dakota
2 Virgin Islands
6 Delaware
6 Guam
9 Arizona
9 Colorado
9 Connecticut
9 District of Columbia
9 Florida
9 Minnesota
9 Nevada
9 New Hampshire
9 New York
9 Rhode Island
9 Utah
9 Vermont
9 Wisconsin
9 Wyoming
16 Massachusetts
16 Washington
20 Hawaii
20 Louisiana

PRESIDENTIAL PRIMARIES—1980

February
17 Puerto Rico[1]
26 New Hampshire

March
4 Massachusetts
4 Vermont
8 South Carolina
11 Alabama
11 Florida
11 Georgia
16 Puerto Rico[2]
18 Illinois
25 Connecticut

April
1 Kansas
1 New York[3]
1 Wisconsin
5 Louisiana
22 Pennsylvania

May
3 Texas[1]
6 District of Columbia
6 Indiana
6 North Carolina
6 Tennessee
13 Maryland
13 Nebraska
20 Michigan
20 Oregon
27 Arkansas
27 Idaho
27 Kentucky
27 Nevada

June
3 California
3 Montana
3 New Jersey
3 New Mexico
3 Ohio
3 Rhode Island
3 South Dakota
3 West Virginia

Notes:
[1]Republican Party only
[2]Democratic Party only
[3]Subject to change

NAVY BLUE GOES FOR

Six miles east of Lake Placid in New York's Adirondacks lies Mt. Van Hoevenberg. Although small in comparison to neighboring mountains and without noteworthy scenic qualities to speak of, Mt. Van Hoevenberg stands as a challenge to a special kind of winter athlete. Snaking down Van Hoevenberg's northern slopes is one of the world's most challenging bobsled runs.

It is here that the two- and four-man U.S. Navy bobsled teams come to hone their skills. In sleek streamlined sleds, they barrel down the shimmering glaze of ice. Racing against time, they challenge the mile-long, man-made course.

A sled is set in motion by the team sprinting 50 meters on the mountain top. A clock, tripped at the beginning of the first steep slope, ruthlessly ticks the seconds away. Gaining speed, the team members mount with precision timing—and the momentum of the sled shifts from manpower to the force of gravity.

The driver concentrates on the narrow run. His hands react to the rapidly changing course. Reaching speeds of 90 miles an hour, the sled whips around the curves. It crosses the finish line and the clock stops. Cutting into the ice, the brakes throw up a snowy spray behind the sled as it rumbles to a stop.

With wind-burned faces and pounding hearts, the men sit quietly—their ears tuned to the loudspeaker. The mile took just over 60 seconds.

In 1963, bobsledding entered the Navy's sports arena. It happened when two aviation recruiters, then Lieutenant (junior grade) Paul Lamey and then Aviation Machinist's Mate Second Class Bob Huscher, were visiting colleges in northern New York.

"We were checking into a hotel just outside of Lake Placid when we met some Air Force bobsledders. The team's leader, Major General Perry Hoisington, suggested that it would be great to get another branch of the military involved in the sport. Excited about the idea, I asked how we could get started. The general said to meet them at the top of the hill in the morning," Commander Lamey said.

Since then, the U.S. Navy bobsled team has made a name for itself in the winter sports community, winning nine national and North American championships, eight consecutively by Lamey and Huscher. The team also represented the United States in nine world championship events and has been on every Olympic team since 1968.

This season at Lake Placid, the Navy team was after another Olympic seat, in both the two- and four-man competition.

It takes a special athlete to be a bobsledder. According to Joe McKillip, the Lake Placid Olympic Organizing Committee's technical director for bobsled, "The ideal bobsledder is a cross between a weightlifter and a 60-yard dash man; the start is the most important part of the race."

Commander Lamey, who had kept active in the sport as the team's coach and officer-in-charge, agrees. "One-third of the race is won at the top of the hill. If you're behind by 25-hundredths of a second on each of your four competition runs, that will put you behind by a full second. In this sport, that could put you out of contention. Races are won by hundredths of a second."

Holding trials for a Navy bobsled team is impossible. Therefore, Lamey has to seek out candidates. Within the

Navy Bobsled Team

- BM1 Bill Renton, UDT 21, Naval Amphibious Base, Little Creek Va.—Driver for the 2- and 4-man team.
- GMG1 Fred Fritsch, SEAL Team II, Naval Amphibious Base, Little Creek, Va.—Brakeman for 2-man team, Second seat in 4-man team.
- BM1 Mike Naus, Naval Special Warfare Group Two Detachment, Caribbean—Third seat in 4-man team.
- QM1 Rich Peters, SEAL Team II, Naval Amphibious Base, Little Creek, Va.—Third seat in 4-man team.
- ENS Al Ashton, USS *Hoist* (ARS 40)—Brakeman for 2- and 4-man team.

Opposite page, top (l-r): Al Ashton, Mike Naus, Rich Peters, Bill Renton and Fred Fritsch.



GOLD



Going for Gold

Navy there are those whose business and training prepare them for the mental and physical demands of bobsledding—the special warfare men.

"Physical fitness and training are the nature of their everyday business," Lamey said. "That's why I go to the special warfare group."

"In this sport, you need to keep in shape year round," said Gunner's Mate First Class Fred Fritsch, a four-year bobsled veteran. "The nature of our jobs helps us maintain good physical conditioning. Then, a few months before the season, we begin a specialized workout, concentrating on developing the muscle groups required for bobsledding."

It was this kind of physical conditioning that helped get Fritsch and Boatswain's Mate First Class Bill Renton selected for the 1976 Olympic team. "We consistently had the fastest pushes at the top of the hill that year. We were out-pushing everybody by 20-hundredths of a second," Fritsch said.

This season the team began formal group training at the Naval Amphibious Base, Little Creek, Va.—home base for most of the team members. Training consists of weight-lifting, sprinting and pushing a modified four-man sled around a jogging track.

Since a bobsled isn't too familiar a sight in the Norfolk area, especially one on wheels, they often attracted a lot of attention. "One youngster thought the sled was the machine that puts the white lines around the track. She couldn't figure out why we were working so fast," Renton said.

Before they obtained the modified sled, Fritsch had his own way of training, so he said. "I used to push my Volkswagon bus around the neighborhood every day. At least I got much better gas mileage then."

Though preseason training was done mostly in spare time, the team received great support from their commands. Renton was scheduled for a major cruise prior to the season. With this being an Olympic year and Renton the Navy's driver, his command let him postpone deployment until spring.

"This year they bent over backwards for us," said Ensign Al Ashton, a five-year team veteran. "Our commands understood our needs and supported our preparation."

Much of the success of this unit is based on the Navy-instilled trait—teamwork. "All of us know that pulling together helps to get the job done, and done right. It's part of our way of life. When something needs to be done, everyone pitches in," Fritsch said.

And teamwork certainly pays off. To prepare a sled for a day of racing, this crew spends anywhere from three to six hours just sanding and polishing runners. It's all done at night.

Starting with 100-grit sandpaper, all nicks and scratches are worked out of the steel blades. Then 120-grit sandpaper is used to remove the 100-grit paper impressions. They go through five grades of sandpaper before a runner is finally rubbed down with emery cloth. "The finished runners look and





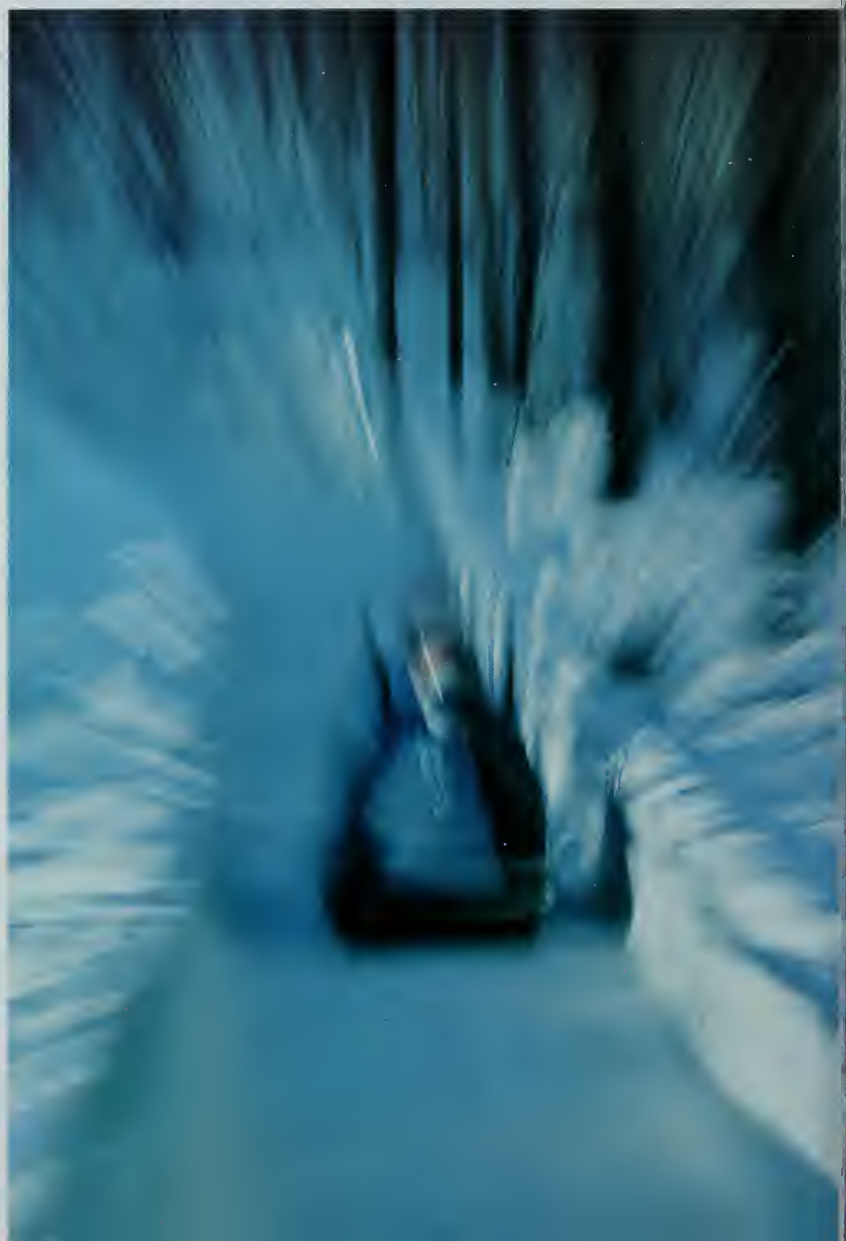

FINISH







Driver Bill Renton finds out how the Navy team looked coming down the run and through the curves. Opposite page: Fred Fritsch shows Rich Peters how to polish runners to a glass-like finish.



feel like glass. They'll skim over the ice," Renton said.

The sleds get an extensive going over for loose nuts and rivets. Then it's time for a paste wax and towel massage. Boatswain's Mate First Class Mike Naus, a rookie on this year's team, said he didn't realize how much work he was getting into. "But it's certainly worth it," he added. "We don't have to do any last minute adjusting and tightening out on the hill and this makes it safer. Our gear is always ready to go."

"In past years, the Olympic team was selected from individual instead of team performance. Brakemen were selected from the push times at the start, and drivers were picked after the fastest course times. Then they would put the fastest brakeman with the fastest driver, hoping to get the fastest team. But as a team they never got the trips to build confidence and experience. You don't get that in a couple of runs," Renton said.

Fritsch said of his last Olympics, his crew had only one previous trip together before competition. He was a member of a four-man team. "The coach kept switching us around trying to find the fastest combination." It happened to Renton again last year on the world team. "Once I had six trips and six different brakemen. Five of the six had never been on a sled before. The brakemen had been selected during push trials the previous summer."

This year, the United States National Bobsled Committee selected two- and four-man Olympic teams from the fastest results during the trials. The top 10 teams, after eight heats, compete six more times to select the two fastest overall teams. The Navy made the top 10 in the two- and four-man teams.

With the help of 2,000 cubic yards of cement, 161,000 feet of wire mesh and a 300-ton compressor that supplies 33 miles of piping with chilled ammonia, the United States may make a dent in this European-dominated sport. In 1979, $3.9 million worth of improvements were completed on the Mt. Van Hoevenberg course. Now completely refrigerated, the run is usable in temperatures up to 50° F. The old run, built for the 1932 Winter Games, would get sloppy in 30° F temperatures.

"With the new course we've extended our bobsled season by three months," Lamey said. "Instead of a two-month season, we have a potential of five."

The Europeans have had the advantage of a long training season. "Our 18 to 20 trips prior to an international event don't come close to the 200 to 300 for the Europeans. They turn on their refrigeration and begin sliding in October," Renton said.

"This is a first for us," Ashton said. "My last competition was the World Cup championships here at Lake Placid in 1978. We had only six runs on the course before the competition began."

The U.S. competitors trained this year on the very course used in the Olympic competition. The fastest course in the world, Mt. Van Hoevenberg has some new features that also make it the safest. The old 1932 run had a series of four-by-fours at right angles to the run to keep sleds from sailing off the curves. Hitting that was like hitting a buzz saw. The new track has a solid plastic lip built at a slant over the curves. The sleds can bounce off this surface and continue down the course.

When there is a spill on the run, the announcer calls out "Eighty-one" and the location of the mishap. Bill Renton has had several in his career, but there is one he vividly remembers. "We were going down the old track and lost it in a curve called "Shady." After everything came to a stop, I checked myself over to make sure I was all right. I found that a nail from those wooden spars had left a groove in my helmet."

Both Renton and Fritsch admit they learned to respect bobsledding the hard way. In 1975 Renton began driving, and Fritsch teamed up with him as his



brakeman in the two-man sled. "We were smoking everyone when we began," Renton said. "In our first race we were in first place, a second ahead of everyone. But we had a wreck in the third heat. We didn't think much of it at the time, we just dreamed about how we'd smoke them the next race. But the same thing happened to us in our next two races. In three races we wrecked in the third heat; twice we were in first place."

"Our biggest mistake back then was overconfidence," Fritsch said. "We'd get out in front and relax, thinking we had the race won. But in this sport, when you relax, something is going to happen; for us, the worst always did."

Last year was the best I've had from the experience standpoint. I got about 70 trips on three different runs. That's more than I've had in my career. We also had a race every weekend. The program really helped me build my confidence and skills," Renton said.

Driving a bobsled requires quick judgment and hair-trigger reflexes. The driver's hands control the direction of the front runners with two D-shaped handles connected to the axle by two cables. It's a relatively simple steering system but at speeds ranging from 40 to 90 mph, it's a system with very sensitive control.

"There's a fine line between under- and over-steering and getting it just right—almost undefinable," Renton said. "If you overdrive a sled (turn it too much) you're cutting too much ice. And if you cut too much ice, it slows you down. It takes a lot of trips to get the feel of driving with the strings.

"You have to drive the course as smoothly as possible, especially the upper half-mile where your speeds are slower. If you bump a wall up there, you lose precious time. At faster speeds, time lost is far less.

"All of my concentration is on getting the sled into just the right part of a curve. And there is no curve in the world that demands more concentration than Shady."

From the beginning of turn eight to the bottom of Shady—turn nine at half-mile point of the Mt. Van Hoevenberg run—there's a 100-foot drop. "When you can get a nice line going around Shady you feel up to four positive Gs pushing you into the seat. Then it's like there's a booster rocket on the back of your sled. You come out of that curve like a shot from a cannon," Renton said.

Bobsledding isn't a free ride for the brakeman either. Rarely, if ever, are the brakes used except to stop the sled at the finish line. But the brakeman has an important seat on the sled.

The real job of the brakeman is to help the driver control the sled. "After we push off, I never see straight ahead again. Keeping my head centered behind the driver, I stay out of the wind stream. I have to use my peripheral vision to see exactly where we are. Then if I feel we're a little late in a turn, I can use my weight to help bring the sled back around.

"Touching the brakes in a turn is a major sin. When the metal teeth hit the ice, the brake acts as a third runner and can spin you around," Fritsch said.

Though Renton said he feels better than ever in the two-man sled, he likes the four-man even more. "The four-man sled is heavier and it is much more stable on the course." (Two-man sled gross weight cannot exceed 849 pounds; four-man sled cannot exceed 1,389 pounds.)

The four-man team this year consisted of Renton as driver, with Fritsch



behind him. The third seat was filled by one of the two rookies, Naus or Quartermaster First Class Rich Peters, while Ashton was the brakeman.

During the trials, not only did the Navy team stay consistent, they consistently improved. In the first weekend of competition (December 1979) Navy had a time of 1:05.01 in the two-man. Renton and Fritsch finished second in a field of 29. Their fastest time at the end of the trials was 1:03:93.

In the four-man, the Navy had a time of 1:01.05—24-hundredths of a second slower than the fastest time on the course.

"Make it or not, we're giving it our best," Peters said recently. "It's not every day you get this kind of opportunity. For someone like me who's always been involved in sports, it seems like a dream."

Each time the Navy bobsledders pushed off the top of Mt. Van Hoevenberg, they were putting every ounce of body energy behind their Navy blue sleds. As they rounded the finish curve, they were not chasing dreams, they were looking for gold.

—Story by PH1 Jim Preston
—Photos by PH1 Preston and PH3 Jim Fleischmann

Editor's Note

Two members of the Navy bobsled team were selected to the United States Olympic Team. They are BM1 Bill Renton of UDT 21, Little Creek, Va., driver of the two- and four-man Navy sled, and his brakeman, Ensign Al Ashton, a diving officer, also of Little Creek.

This is the fourth consecutive Olympiad in which Navy team members have represented the United States.



Navy's two-man bobsled team takes a mean curve.

OTSU-2

They Keep On Tracking



As the heavily-laden tanker churns steadily through the water, its master watches a P-3 *Orion* pass overhead. Some 10,000 yards to starboard a helicopter keeps station above two slowly circling vessels.

The master isn't overly curious; he's been through the area many times and knows it to be frequented by the Navy. However, he's unaware of the strange device hidden from view between the two ships and what is about to happen.

***

Commander Walter B. Davis stands on the bridge of the Military Sealift Command ship USNS *Range Sentinal* (TAGM 22) and watches the approaching tanker; behind him a clock silently ticks off the remaining minutes of the countdown.

"Boyd, what's the bearing to the T.I. mast?" asks Davis.

Storekeeper Second Class (submarines) Dan Boyd swings an alidade toward the test instrument mast coursing through the water between the *Range Sentinel* and USNS *Norwalk* (TAK 279), an MSC fleet ballistic missile resupply ship. At the other end of the mast, the fleet ballistic missile submarine USS *Francis Scott Key* (SSBN 657) prepares to launch a *Trident I* missile. Boyd takes the sighting and reports the bearing.





"Wheelhouse, request you come left 15° rudder and add 20 turns," says Davis as he maneuvers *Range Sentinel* to stay between the submarine and oncoming tanker.

MSC Captain Jesse McCandless nods in silent agreement as Davis orders the course change. Although McCandless is the ship's master, Davis temporarily conns the ship as Commander, Launch Area Support ship—a role he assumes during missile launches.

It's a novel position for a naval officer, but then Davis and the 42 men of the Port Canaveral, Fla.-based Fleet Ballistic Missile Operational Test Support Unit Two (OTSU-2) are unique to the Navy, as well as to the MSC. Their mission, simply stated, is responsibility for communications, flight safety and obtaining telemetry data of FBM submarine-launched missiles. OTSU-2, working for Commander Submarine Group Six, is the only command of its type.

"What we're doing today is actually our secondary mission," explains Davis. "Our primary job, as part of the Navy's Ballistic Missile Operational Test Flight Program (OT), is to gather data during a simulated tactical, *Poseidon*, (and soon *Trident*) missile launch from a deployed submarine. The data is used to deter-

Test instrument mast disappears in a cloud of exhaust as Trident's *motors ignite. Above: Monitoring the missile from the antenna control console.*

mine the boat's state of readiness and the effectiveness of the FBM weapon system," continues the commander.

In addition to testing the effectiveness of the submarine, crew, and weapon system, the operational test measures OTSU-2's state of readiness as well.

During her patrol, the sub will receive a message from Commander Submarine Force, U.S. Atlantic Fleet, directing her to proceed to a designated refit site where up to four of her missiles are randomly selected and reconfigured with telemetry and destruct systems and exercise warheads. The sub then departs for a rendezvous with OTSU-2.

"We have to be at a certain spot, on a specific day, to locate and set up communications with the submarine," explaines Hurley. "Since the boat, which has assumed a simulated wartime condition, isn't operating with an attached T.I. mast to indicate her position, we track here solely with sonar," he said.

When *Range Sentinel* and the submarine rendezvous on station, the missile launch is conducted. The launch—called a ripple shot—consists of the firing of up to four missiles at a tactical firing rate while OTSU-2 simultaneously tracks them.

In addition to tracking the missiles, OTSU-2 is responsible for ensuring that the weapons don't endanger or encroach upon the territories or properties of any other nation.

During an OT, two Navy officers—certified as Flight Safety Officers by the Air Force Space and Missile Testing Evaluation Center Detachment One (SAMTECDET-1) at Patrick Air Force Base—monitor the missile's flight on a Flight Safety Console. These officers interpret the data displayed on the console and verify that the missiles are following their projected flight paths. If a missile strays from the expected path, the flight safety officers have autonomous authority to destroy it.



"We won't have destruct control during today's launch," says Davis. "Since we're operating in the Air Force Eastern Test Range and are fairly close to the coast, SAMTEC will have control.

"So," continues the commander, "if the bird becomes erratic and takes off in the wrong direction, SAMTEC will initiate destruction procedures."

The countdown continues as four large-dish antennas, located on the bow, gradually turn toward the T.I. mast. The antennas, controlled by computers from the telemetry room six decks beneath the bridge, will track and record the missile's flight.

Simultaneously, the data received from the missile will be processed through a data receiver equipment rack, sent to the auto-tracking system enabling



Tracking a missile requires coordination from all quarters.

the antennas to lock on to the bird and, finally, the data will be stripped and sent to recording equipment, computers, and data processing equipment for real- and post-time analysis.

Although the computer system controls the entire tracking operation, OTSU-2 technicians man the antenna tracking console and monitor the system. If the system fails, the Navy men can take over and manually track the missile.

"This system is somewhat contradictory," says a console operator. "Whereas you normally have machines supporting man, here, man backs up the machine."

Although the men acknowledge the telemetry room as the heart of their operation, the "supporting" elements of the unit—sonar, communications and navigation—receive equal attention.

"We install and maintain our own support equipment," says Hurley. "And, since most of our gear isn't the standard Navy shipboard type, it's doubly important that we know our equipment inside and out."

Of their equipment, Davis says, "We can open a panel and know *exactly* what's in there because every wire was put there by us. It's great experience for our men . . . they're doing things that "A," "B" or "C" school doesn't even touch upon."

In addition, Commander Davis feels that the mission of, and the liability for, that equipment places more personal responsibility on the unit—per sailor—than most Navy commands.

"Besides the professional growth our men realize, both in and outside of their rates through voluntary cross-rate training," says the commander, "military duties are spread out to more junior rates than normally found on a large ship.

"And, where else will you find a command whose chiefs—all of them—are division officers? Or, whose chiefs routinely get the opportunity to drive a ship while working with and tracking a submarine?"

Though Davis may seem overly proud of his command, his assessment of the unit's professionalism is borne out by the fact that OTSU-2 has never failed to meet a commitment.



"Five minutes to launch," is announced over the ship's PA system.

Chief Hurley guides a group of embarked news photographers and reporters to the 06 level above the bridge, and shows them the best vantage point for viewing the launch.

"Keep your eyes on the T.I. mast," explains the chief. "When the countdown hits zero, the missile will nose out of the water—just for an instant—and then it'll ignite and be gone."

A reporter asks Hurley if the distant ships, now passing astern of *Range Sentinel,* is the *Krym,* a Soviet intelligence collector.

Hurley explains that it's a commercial tanker. "The *Krym* has followed us out to watch the launch, but I guess they figure that crazy Americans don't work on Saturdays."

"10 . . . 9 . . . 8 . . . 7 . . . 6 . . ."

Everything is in position and all attention is focused on *Key*'s T.I. mast.

"5 . . . 4 . . . 3 . . . 2 . . . 1 . . . 0 . . ."

Nothing happens. It's absolutely quiet . . . everyone seems not to be breathing.

Then, the missile, looking like a huge bobber on the end of a fisherman's line, pokes through the water.

Suddenly, the silence is shattered by a roar as the *Trident*'s motor ignites and shrouds the T.I. mast in white, billowing smoke. As quickly as the silence was broken, it returns as the missile leaves earth's atmosphere for a predetermined target.

All that remain are a slowly dissipating cloud of smoke and pieces of ruptured missile-tube closure floating on an incredibly light-blue patch of water.

"I think my heart actually stopped for a moment!" gasps a reporter.

Hurley agrees. "I've watched about 30 missile shots and it *still* impresses me."

For those embarked on *Range Sentinel,* the launch, lasting only seconds, climaxed a four-hour ride to the launch area. One can only guess at what a certain tanker's master thought as the missile erupted from the deep.

As *Range Sentinel* sets a course for home, OTSU-2 sailors discuss the launch and how it differed from others. It was the fourth *Trident I* launched from *Key*

—the only FBM-sub configured for *Trident* at that time—the third successful flight. A previous missile blew up shortly after launch from an, as yet, undetermined cause.

Many hours of work go into a launch that lasts for only seconds. To an outsider, the work seems not only repetitious, but, should a launch be aborted, cause for great frustration.

Davis says that repetition and frustration are minor facets of the job and candidly puts OTSU-2's philosophy into perspective.

"We tweak and we prep, prep and tweak . . . and then we either perform or we blow it right there. It pays to be good . . . you have to be good. You just do your job and do it damn well. . . ."

—Story and photos by JO1(SS) Pete Sundberg





Technicians make final preparations during countdown (below) as photographers (right) get ready to document the missile's flight.

The Only Way To Go

Yeoman First Class (submarines) Jay Phillips stands by the brow, sailing list in hand, ready to check off the names of crew members as they embark. It's a routine task which he has performed many times, before numerous deployments. However, this pre-underway morning differs greatly from Phillips' past submarine days.

Instead of sleepy-eyed, dungaree-clad "boat sailors" making their way across the brow and quickly disappearing down the after battery hatch in search of steaming coffee, a T-shirt- and bluejean-attired young woman walks up the brow as if she not only knows where she's going, but also belongs there.

Fact is, she does belong; but then so does Phillips. Both serve aboard the same ship, USNS *Range Sentinel* (TAGM 22), but are in different crews. Sound confusing? Actually there's a simple explanation.

The woman is a member of the Military Sealift Command civilian crew which operates the ship, while Phillips and the men of FBM Operational Test Support Unit Two (OTSU-2) are, essentially, permanent passengers. In essence, OTSU-2, which represents the Navy's Fleet Ballistic Missile Program, and the MSC crew, which directly supports that program, justify each other's existence.

Activated in October 1971 as an independent unit of the submarine force under Commander Submarine Group Six, OTSU-2 is classified as sea duty with a normal tour lasting two years.

The 42-man unit is composed of four officers (CO, XO, and two Flight Safety Officers) and 38 enlisted personnel (25 ETs, 6 RMs, 3 STs, 2 YNs and 2 SKs). Of the 38 enlisteds, there are 29 submariners and 9 surface *skimmers,* who, "If you train 'em right," says one submariner, "aren't such a bad bunch."

The informality and tight-knit attitude associated with the submarine force is not only prevalent in the unit, but may well surpass that found on a submarine.

"As a result of the multitude of organizations we deal with, we have had to develop a flexible lifestyle," admits Commander Davis. "And, as long as it doesn't interfere with our mission, we'll retain that flexibility."

Davis' philosophy is shared by the crew.

"It boils down to one thing," says Chief Radioman (submarines) Thomas J. Hurley. "When there's work to be done, you do it. It all equals out in the end," he adds. "Sometimes you'll work a 12- or 14-hour day, other times only three or four hours."

Though the attitude fostered within the command is a positive morale factor, assignment to the *Range Sentinel* serves to bolster that morale.

To men who have spent much of their naval careers on board submarines or ships with limited living spaces, life aboard the *Range Sentinel* is comparable to sailing on a luxury liner. They've traded bunks and small lockers in a ship's berthing compartment for air-conditioned, one- or two-man staterooms (according to rank) complete with head and telephone.

And, the familiar chow line has been replaced with restaurant-style dining where meals are ordered from a menu and served by a steward.

"When I first came aboard, I thought I'd died and gone to submariner heaven," says Hurley who spent the last 15 years on nuclear-powered fast attack submarines.

The comfortable accommodations and consensus that "it's the *only* way to go to sea" notwithstanding, *Range Sentinel* is not a pleasure cruise ship. OTSU-2 gets its share of sea time during various missile program-related duties.

In addition to the unit's primary mission of supporting the Operational Test Program, OTSU-2 and *Range Sentinel* support *Poseidon,* and in the future, *Trident* submarine Demonstration and Shakedown Operations (DASO), Production Evaluation Missile (PEM) launches which includes the *Trident* shots currently being conducted by the USS *Francis Scott Key* (SSBN 657).

The DASO, conducted on all FBM submarines following a shipyard overhaul or conversion period, determines the readiness of the sub, crew, and weapons system before the boat deploys for fleet operations.

Although the primary site used by OTSU-2 for missile testing is the Air Force Eastern Test Range off Cape Canaveral, Fla., the Navy (Naval Ordnance Test Unit) also manages a complex which includes launch pads and blockhouses, missile assembly buildings, missile checkout buildings, and associated supply, administration and maintenance buildings. In addition, a Navy pier and supporting port facilities at Cape Canaveral are maintained for ships operating at the test site.

Is duty with OTSU-2 the best in the Navy?

Master Chief Electronics Technician (submarines) Bob Dibben thinks so. Dibben, a 26-year veteran, was set to retire until he was offered an OTSU-2 billet—he pulled his request for transfer to the Fleet Reserve.

Storekeeper Second Class Dan Boyd was transferred to OTSU-2 under temporary additional duty orders because his enlistment was near expiration, prohibiting him from deploying with his ship. Boyd was so impressed with the unit that he reenlisted for a permanent assignment.

RMC(SS) Hurley, after 15 years of sea duty, had decided against reenlistment. Then came the opportunity for assignment of OTSU-2.

It's enough to convince almost anyone that going to sea with OTSU-2 *is* the only way to go.

Free spirits stay



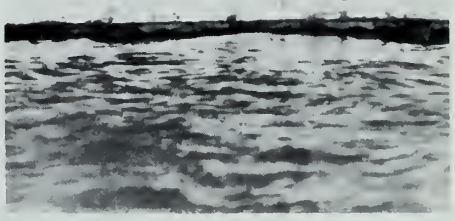


For PH2 Horton (left) and the other members of the Kanoa Outrigger Canoe Club, a two-hour paddling session is a good way to stay in shape.



in shape





One of the world's oldest sports, outrigger canoeing, goes back more than 3,000 years. Native Hawaiians and other Polynesians built the first canoes from hollowed-out trunks of the koa tree, lashing onto one side the outriggers that stabilized them.

These ancients used the canoes to carry their trading goods and to transport people from one island to another. During tribal wars, they turned the graceful outriggers into fighting craft.

"Only in the last few years has outrigger canoeing become popular among mainland Americans," said Photographer's Mate Second Class Richard Horton, one of the most avid outrigger canoeists.

"In fact," said Horton, "that interest developed into such skill among statesiders that they won the annual Molokai race in Hawaii last year competing with Hawaiians, Tahitians, and other native masters of the sport."

This past summer, Horton spent every afternoon in Ventura harbor—20 miles from the home of Antarctic Development Squadron Six (VXE-6) at Point Mugu, Calif. After work with VXE-6, he would join five fellow Kanoa ("Free Spirit") Outrigger Canoe Club members for a two-hour paddling session.

"It's a real workout," said Horton, "and a wonderful way to stay in shape."

Horton became interested in the sport last year when he watched outrigger canoes slipping through the waters off Pago Pago. At the time, he was on his way to the Antarctic. Later, in New Zealand, he saw a full-sized reproduction of an ancient outrigger in the museum at Christchurch. His fascination with outrigger canoeing as a sport eventually led him to become a novice crew member of the Kanoa Club.

This past summer, Horton and his fellow paddlers won second place in the Men's Novice Team category during the California state championships held at Santa Barbara.

"Now we're looking for more people who enjoy paddling outriggers as much as we do," he said.



Mail Buoy

It's VR-24

SIR: I would like to bring to your attention the typographical error in the October issue of *All Hands* which described the Secretary of the Navy's visit to the Mediterranean, VR-24—vice VR-21 as reported—was proud to fly the Secretary to the USS *Dwight D. Eisenhower* (CVN 69) in one of our C-2A *Greyhounds,* part of The World's Biggest Little Airline.—Steven S. Dunning.

• *Your sharp eyes caught what we missed. Thanks.*—ED.

New Book on Byrd

SIR: Your November 1979 article "RADM Byrd—All His Followers Were Volunteers" was a fascinating look at the achievements of a complex and unusual man. I was particularly interested in your coverage of Operation High Jump.

The Naval Institute Press is currently preparing for publication *Assault on Eternity—Richard E. Byrd and the Exploration of Antarctica—1946-47,* by Lisle A. Rose. This book, scheduled for release in June, describes in rich and colorful detail the excitement, tedium, triumphs and tragedies of the first of the major postwar American explorations of Antarctica: Operation High Jump.

—Lillian B. Wray, Naval Institute Press.

Sweet Smelling Shoes

SIR: I read with interest and amusement your article "Nylons *vs.* T-Shirts" in the November 1979 issue of *All Hands.* I, for one, prefer the use of old nylons, having no ready access to old T-shirts. For those of you (us) who still wear shoes which require "spit and shoe polish," try a commercial mouth wash instead of spit or water. I fell down laughing the first time that DPCS Linn McDowell recommended it to me, but it really works well!

—LCDR Elizabeth L. Morrison

Missing Corps

SIR: In your November 1979 issue you published an excellent article on officer occupational specialties. But you failed to list the largest specialty in the Medical Service Corps, the Health Care Administrator. Among others slighted were the psychology, food service and optometry specialists.—LCDR B.T. Sparks, MSC, USN.

• *Thanks for bringing this to our attention. We certainly didn't intend to slight any specialty group. As we stated in the introductory paragraph to the Rights & Benefits section on Specialty Groups, page 47, November 1979 issue of* All Hands, *the specialty groups discussed were by no means complete.*

We merely intended to provide—because of severe space restrictions—a brief description of a representative sampling of the wide range of professional skills employed in today's Navy.—ED.

Reunions

• USS *Ticonderoga* (CV - CVA - CVS 14) — Reunion for crews and officers in Boston, Mass. May 1 - 4, 1980. Contact James H. Morgan Jr., Waterside Lane, S. Berwick, Maine 03908.

• Destroyer Division, Asiatic Fleet—Reunion in Charleston, S.C., May 2-4, 1980, for crewmen who served aboard USS *John D. Ford* (DD 228), USS *Pope* (DD225), USS *Peary* (DD 226), and USS *Pillsbury* (DD 227). Contact J. Daniel Mullin, 1105 Whitehall Dr., Mt. Pleasant, S.C. 29464.

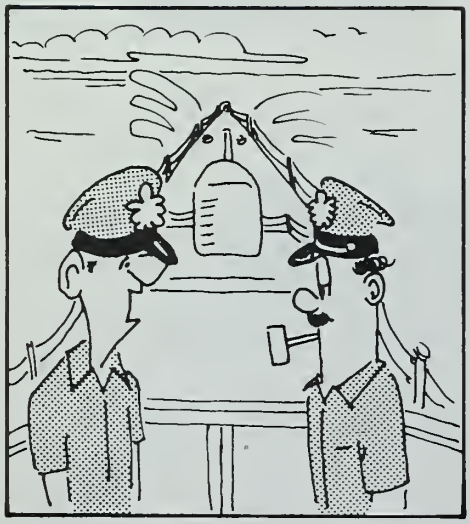
• USS *Ralph Talbot* (DD 390) and Destroyer Squadron Four—Reunion May 8-11, 1980, in Colorado Springs, Colo. Contact George E. Saunders, 3544 May Rd., Richmond, Calif. 94803.

• USS *Chicago* (CA 29 & CA 136)—Reunion in Chicago, Ill., May 16-18, 1980. Contact Don C. Kramer, 41 Homestead Dr., Youngstown, Ohio 44512.

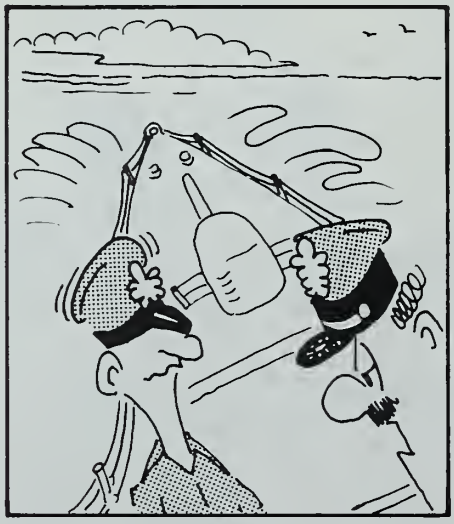
• USS *Miller* (DD 535)—Reunion May 17-18, 1980, San Francisco, Calif. Contact William L. Hewes Jr., 259 Solana Drive, Los Altos, Calif. 94022.

• USS *Ommaney Bay* (CVE 79) and Composite Squadron (VC) 75—Reunion June 6-8, 1980. Contact Howard W. Fisher, 8144 Parkwood Dr., St. Louis, Mo. 63123.

• Yorktown CV-5 Club, Inc.—Reunion in Chattanooga, Tenn., June 6-8, 1980. Contact Glenn S. Capps, 203 Bales Ave., Chattanooga, Tenn. 37412.



"I feel I must warn you that the crew isn't very happy with the energy conservation measures you've taken."



"Nonsense! They'll get over it, Bensen, they'll get over it."



"Row faster . . . faster!"

Stern Shots

History, some say, is "dry and dull." It can be. But a quick look at the history of an organization can give you a pretty good picture of what the organization is like and what it has done. Try your hand at naval history. Match the dates listed below with their historical event.

1. Dec. 3, 1775 _____
2. April 30, 1789 _____
3. Feb. 7, 1800 _____
4. Nov. 16, 1776 _____
5. Feb. 16, 1864 _____
6. Aug. 31, 1862 _____
7. July 2, 1946 _____
8. Aug. 3, 1958 _____
9. Aug. 8, 1925 _____
10. Feb. 1841 _____

A. Navy Department established.
B. First regulations providing details for enlisted uniforms.
C. First U.S. man-of-war crossed the equator.
D. First time U.S. flag was saluted.
E. First official American flag hoisted on a ship.
F. Issuance of grog was ended.
G. A jet aircraft operated from an aircraft carrier.
H. The first night carrier landing.
I. First ship in history reached the North Pole.
J. The first sinking of a warship by a submarine.

Answers: 1-E; 2-A; 3-C; 4-D; 5-J; 6-F; 7-G; 8-I; 9-H; 10-B.

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Going for gold • See page 32

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P-3 Orion Flight Engineer

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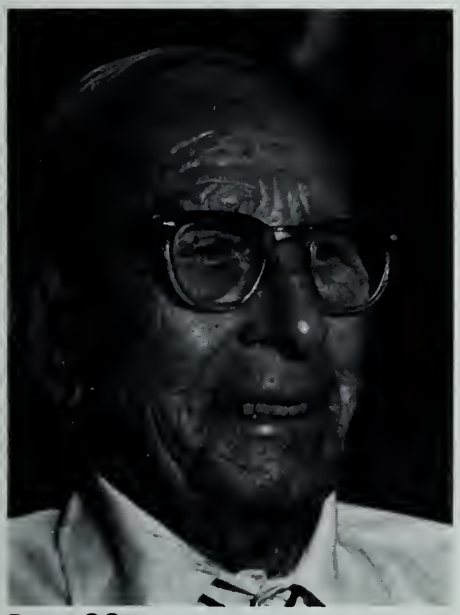


Proud to be in for another hitch—Chief Operations Specialist Richard L. Morgan and his wife, Sheila, beam their approval after the chief was reenlisted for another four years by Air Force Brigadier General William E. Thurman, Commandant of the Defense Systems Management College, Fort Belvoir, Va. Chief Morgan is the senior Navy enlisted person at DSMC, and has seen service in several ships both in the Atlantic and Pacific. The Morgans have four daughters ranging in age from 10 to 16.

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ALL HANDS

MAGAZINE OF THE U.S. NAVY—57th YEAR OF PUBLICATION
APRIL 1980 NUMBER 759

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Chief of Information: RADM David M. Cooney
OIC Navy Internal Relations Act: CAPT Robert K. Lewis Jr.
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Covers

Front: The day is just beginning for some, but for P-3 Flight Engineer AD1 Tom Beaman, it's the end of a long 11-hour night mission. Photo by PH1 Jim Preston.
Back: LT Nan Benson-Schlax and her boss, Captain M. K. Caverly, commanding officer, Naval Supply Center, Pearl Harbor, Hawaii. Photo by JOCS John D. Burlage.

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Currents

New Crows In Spring For 23,641

More than 23,000 sailors will be advanced to paygrades E-4 through E-7 during March, April, May and June 1980. The advancement—to be fair shared among the ratings—will complete promotion to CPO for those in cycle 82 and for E-4, E-5, and E-6 personnel in cycle 84.

Advancements are scheduled as follows:

	E-4	E-5	E-6	E-7
March 1980	2,694	2,428	1,524	620
April 1980	1,859**	3,349	1,042	757
May 1980		3,376	1,045	312**
June 1980		2,661**	1,614**	

(**) Denotes completion of advancements for this authorization cycle.

New Ship Activity On Three Coasts



A flurry of activity swept through shipyards on the East, West, and Gulf Coasts when two new Navy ships were launched and another was commissioned on Feb. 16. The submarine tender *McKee* (AS 41) was launched in Seattle, Wash., while launching of the guided missile frigate *Clifton Sprague* (FFG 16) took place in Bath, Maine. Additionally, the *Spruance*-class destroyer USS *Thorn* (DD 988) was commissioned in Pascagoula, Miss.

McKee (AS 41) is named for the late Rear Admiral Andrew Irwin McKee. RADM McKee was a key figure in submarine development from the age of diesel boats to today's newest ballistic missile submarines. Mrs. McKee, widow of the late rear admiral, sponsored the new ship named after her husband.

Clifton Sprague (FFG 16) honors the name of the late Vice Admiral Clifton A. F. Sprague of World War II fame. VADM Sprague gained the reputation as one of the boldest and most skilled escort carrier admirals of that conflict. Commanding officer of a seaplane tender which shot down three of the Japanese raiders at Pearl Harbor on Dec. 7, 1941, VADM Sprague took part in many actions, including raids on Marcus and Wake Islands, and the Marianas Campaign including the crucial air battles fought in the Philippine Sea. Mrs. Courtney Sprague Vaughan, daughter of the late vice admiral, sponsored the new ship.

The *Spruance*-class destroyer USS *Thorn* (DD 988) is the second Navy ship to bear that name, the other being the destroyer USS *Thorn* (DD 647). The ship honors the name of Lieutenant Jonathan Thorn, who distinguished himself while serving under Commodore Stephen Decatur during the Tripolitan Wars. He was a member of Decatur's daring volunteer group who entered the harbor at Tripoli in 1803 to board and burn the captured U.S. warship *Philadelphia.* Mrs. Charles H. Ansley christened the new ship. She is the great great niece of LT Thorn and daughter of Mrs. Beatrice Fox Palmer who sponsored the first *Thorn* 36 years ago this month. The principal speaker at the ceremony was retired Vice Admiral Frederick H. Schneider, a past commander of the original destroyer *Thorn.*

First Aegis Cruiser Named



The lead ship of a new class of *Aegis*-equipped guided missile cruisers (CG-47) will bear the name *Ticonderoga.* The name commemorates the capture of Fort Ticonderoga on Lake Champlain during the Revolutionary War.

Ticonderoga has been the name of four previous naval ships. The first was a 17-gun schooner which took part in battles on Lake Champlain during the War of 1812. The second was a steam sloop of war which served with Union forces during the Civil War. A third *Ticonderoga* was a former German cargo ship which served with the Naval Overseas Transportation Service during World War I.

The most recent ship to carry the proud name *Ticonderoga* was the *Essex*-class aircraft carrier USS *Ticonderoga* (CVS 14). This ship served from 1944 until 1973, earning 17 battle stars during World War II and Vietnam.

The newest *Ticonderoga*, CG-47, will be fitted with the *Aegis* weapons system and several other advanced sensor weapons systems which will make the ship a powerful multi-mission unit capable of conducting anti-air, anti-surface, and antisubmarine warfare in high-threat environments.

Ticonderoga's keel was laid Jan. 21, 1980 in Pascagoula, Miss. The ship is tentatively scheduled for launching in early 1981, with commissioning in early 1983.

Allowance Increase Passes Senate



A multi-faceted bill which would increase several different allowances for military people passed the Senate on Feb. 4 by an 87-to-1 vote and is on its way to a Senate-House conference for consideration. The bill was approved as an amendment to an earlier bill passed by the House.

The bill proposed calls for expenditure of $486 million during the last nine months of FY 1980.

The largest single item—$225 million—would be used to institute a variable housing allowance (VHA). VHA would vary by area as a similar allowance for excess housing costs overseas now does. VHA would be calculated as the difference between the average cost of housing in an area and 115 percent of the basic allowance for quarters. Maximum impact would be felt in high cost-of-living areas.

Other proposed moves would increase mileage allowances from 10 to 18.5 cents per mile, increase flight pay 25 percent, increase subsistence allowances by 10 percent, institute zone "C" reenlistment bonuses for people at the 10-to-14 year point in their careers, accelerate implementation of the revised sea pay plan provided for by the FY 80 authorization bill and increase those rates by 15 percent, and revise save pay provisions for enlisted members and warrant officers who accept commissions. In addition to basic pay, BAS and BAQ, the pay raises and longevity increases that the individual would have received as an enlisted member or warrant officer would be included in the provisions.

Before the bill can become law, differences between Senate and House versions must be ironed out in a Senate-House conference. The results of the conference must then be voted on again by both the Senate and House. The bill must also be signed by the president before it can take effect.

Man with a Mission

The sun on the horizon kissed the ocean as the pilot pushed the flight controls forward. The patrol plane leveled off at 23,000 feet. The co-pilot completed the climb checklist and began plotting the course for home. Flight engineer Aviation Machinist's Mate First Class Tom Beaman glanced at the horsepower gauges and adjusted the power levers to bring the needles to a more efficient setting. He loosened his seatbelt and harness, slid his seat back and stood to stretch. A drop of perspiration rolled down his back.

Behind the cockpit, the weary VP-24 crew had just completed computations from eight hours of antisubmarine warfare maneuvers. The pressure and tension from the low altitude submarine hunt began to subside as they secured their computers.

The plane, now on automatic pilot, chased the final beam of setting sun. Talk of the mission gave way to thoughts of home as the engine's vibration lulled the exhausted crew.

Beaman's eyelids felt the weight of the mission. He put all his energy into keeping them open. When he began to lose the blinking battle with sleep, he called his second mechanic to relieve him.

Suddenly a piercing whine blasted Beaman's ears. Red lights lit up the cockpit and glared at his now wide open eyes.

"Fire on number three," he called out.

"Feather it," the pilot commanded.

Pulling the emergency handle, Beaman cut the systems to the number three engine. He then activated the fire extinguishing agent. He glanced at the rpm gauge and shifted his eyes to the feather button light. It seemed like minutes before it went out.

Most of the 11-man crew was now assembled at the rear of the cockpit watching the three men respond to the emergency. Only nine seconds had passed since the warning horn had sounded its alarm.

With the emergency under control, the co-pilot read off the checklist for the procedures that had just been performed from memory. All steps had been executed.

Beaman adjusted the power levers on the remaining three engines. He checked the fuel gauges and converted the 10,000 pound reading to 2.4 hours.

Meanwhile, the co-pilot had contacted Jacksonville tower to declare an emergency. He relayed the flight engineer's computations for fuel and the estimated time of arrival.

"This is what being a flight engineer is all about," Beaman said. "Enduring hours and hours of normal flight operations and still being able to handle an emergency effectively."

According to veteran P-3 pilot Lieutenant Jay Warren, "The flight engineer is an integral part of the P-3's flying team. He can make or break what goes on in the cockpit. He has to be tuned to the pilot and co-pilot or things just won't go smoothly."

Flying the P-3 in the patrol and antisubmarine warfare environment requires 100 percent of the pilot's and co-pilot's attention. That's one of the reasons why the flight engineer's job is so important—he helps them perform their mission by monitoring all the aircraft systems.

"It's a pretty complex airplane," Lieutenant (junior grade) Frank Huber, a pilot, said. "The flight engineer relieves the pilots from worrying about the systems so that we can concentrate on the flying. When we get down into the localization and tactical phase of ASW, the flight engineer backs us up on the airspeed and power settings. It's very easy for the pilot to get involved with the tactical picture during the mission. We have to be able to count on the flight engineer to help keep us out of the water."

Flight engineers are systems experts. They are responsible for monitoring the aircraft systems—fuel, pressurization and air conditioning, hydraulics and electrical.

Flight engineers get down to the nuts and bolts of the aircraft systems. Pilots are familiar with the systems, but it's the flight engineers who need to know them inside and out. Most pilots will agree that a flight engineer is an invaluable source of information.

Commander Francis Ferry, training officer for Fleet Readiness Squadron (VP-30), emphasized the importance of the flight engineer.

"P-3 pilots today are getting less flying hours. This makes the flight engineer's experience extremely valuable. We have always counted on the flight engineer, but now with having more junior plane commanders, the flight engineer's experience counts for even more. Our pilots are thoroughly checked out on Naval Air Training and Operating Procedures Standardization (NATOPS), but when you run out of procedures in the book you need to turn to somebody with systems expertise. The flight engineer has it."

But the cockpit is only a small part of the flight engineer's responsibility. Basically, though the plane commander signs for the airplane, it's really the flight engineer's baby.

To a flight engineer, a 12-hour flight means a 17-hour day. To prepare for the scheduled 8 a.m. mission, Beaman

Flight engineer ADJ1 Tom Beaman starts the No. 2 engine on the P-3 as the co-pilot goes through the start checklist.



Man with a Mission



began his day at 4:30 a.m. when, outfitted in an olive flight suit and lugging a book bag and gear bag, he made his way across the hangar deck to maintenance control.

The room buzzed with activity. He squeezed into an open space at the counter and asked for his aircraft's maintenance logbook. As the maintenance control chief looked on, Beaman reviewed the plane's maintenance history.

"Each airplane has a personality of its own," Beaman said, "You can learn a lot about an aircraft from the gripe sheets and maintenance records. Our flying schedules don't afford us the luxury of being assigned to the same aircraft all the time, so this maintenance review is a necessity."

Satisfied that all was in order, he went to awaken his baby.

The nine planes of VP-24 stood in a row outside the main hangar. Crossing the ramp, Beaman paused to turn and shield his eyes from the windblast of a taxiing P-3. Aviation Structural Mechanic Airman Barry Moll, the flight crew's second mechanic, had already begun the three-hour preflight routine. Greeting Beaman at the aircraft, the young first-termer briefed Beaman on his progress and responded to the flight engineer's instructions.

"A good second mech is like having four sets of hands," Beaman said. "Without Barry there just wouldn't be enough hours in the day to get all the work done."

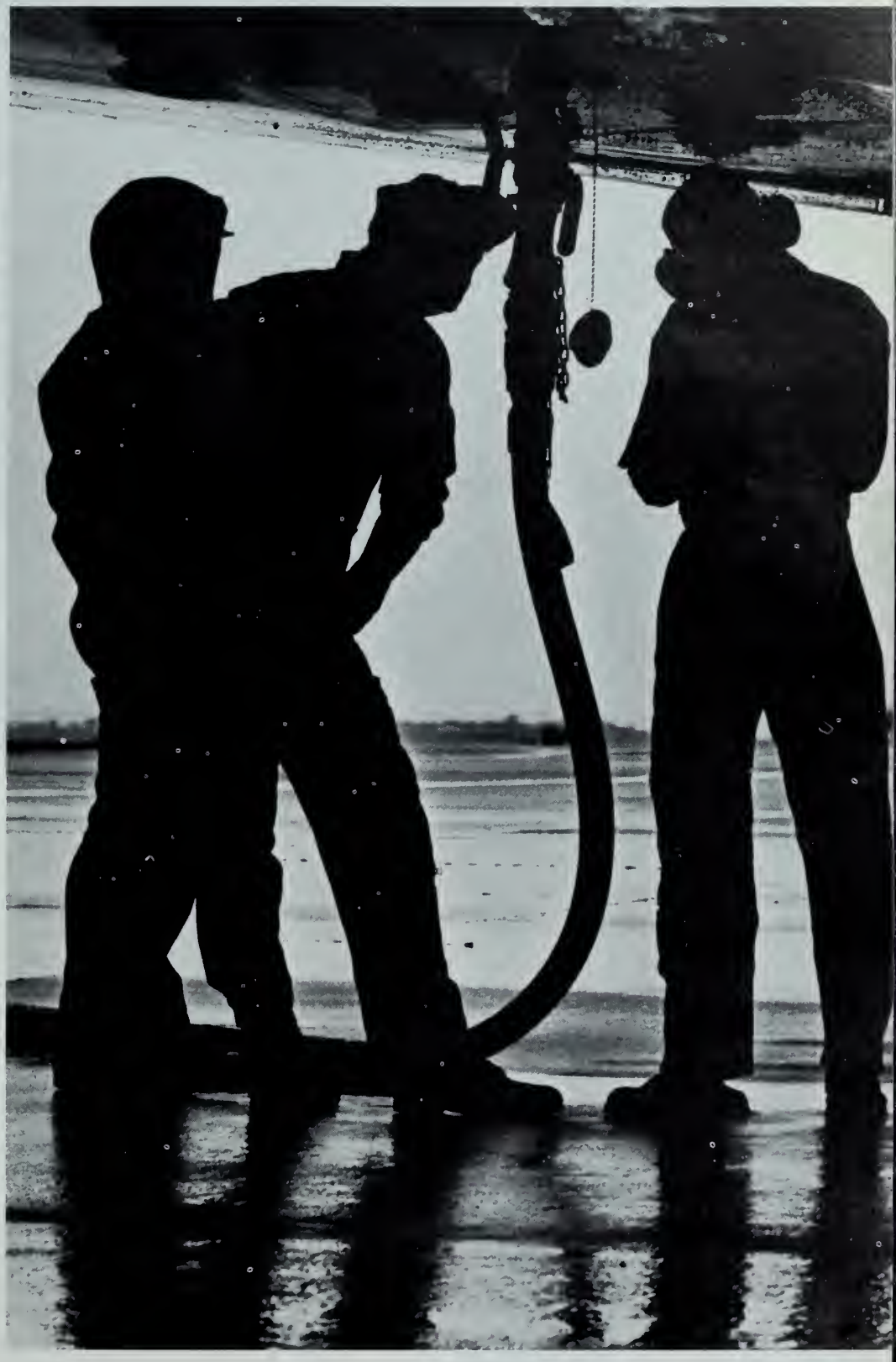
After visually checking the P-3's exterior and interior, Beaman stowed his flight gear. Seating himself in the aircraft's galley, he spread the contents of his briefcase onto the table. Surrounded by a calculator, weight and balance slide rule, NATOPS manual and a folder stocked with forms, he began to work up the computations for the flight.

Beaman totaled the weight of the sonobuoys—later to be dropped into the water for submarine detection. He added this to the weight of other ordnance cargo and the crew to determine efficient weight and balance on the aircraft.

Next he computed the fuel required for the mission and added this to the total weight computations. With that, he was able to figure the rotation lift-



Calculating mission fuel requirements, determining efficient weight and balance, and fueling the aircraft are part of a flight engineer's three-hour preflight routine.



off speed and a refusal speed (point at which the takeoff cannot be aborted). Runway length and temperature, along with the total weight of the aircraft, determine this speed.

"The math is relatively basic," Beaman said. "It takes a while to get used to all the charts, but the paperwork is part of the job."

Other members of the antisubmarine warfare crew began to filter on board. They, too, have to test and preflight their equipment.

The overhead light in the cabin flickered. He went to the cockpit to see what was wrong. From the window, he shouted for his second mech to get another external power unit from the line crew. Because of the sensitivity of the plane's equipment, the cabin's power and air conditioning must remain constant—another responsiblity of the flight engineer.

He moved back to the galley where the plane commander (senior pilot on the mission) was waiting to discuss the flight engineer's figures. He approved Beaman's work and left to file the flight plan with the tower.

Hearing a new power unit pulling up outside, the engineer made his way back to the cockpit to restore power to



the aircraft. He hit the switch and signaled a thumbs up to his second mech as he watched the fuel truck pull up to the plane.

The ordnance team had just finished loading the second torpedo in the bomb bay, and the second mech was already connecting the fuel hose to the belly of the plane. Beaman came out to tell the truck driver the required load. The P-3 was almost ready.

With the plane fueled, Beaman was back on board taking the flight engineer's seat. The last crew members had returned from their last minute run for sandwiches and soft drinks. The flight team began the engine start checklist.

"Select and start number two," the pilot commanded.

Beaman glanced at the air pressure gauge. Adequate external pressure was indicated. He turned the engine start selector switch to number two and pushed the start button.

The four-bladed propeller responded immediately. Beaman watched the air pressure drop and glanced at the rpm gauge to verify rotation. As the propeller speed increased, the high-pitched sound from the spinning turbine turned to a roar. The flight engineer continued to monitor the gauges as the starter button popped out. His ears were well attuned to the familiar sound as the engine stabilized at 98 percent. It was a good start.

Becoming familiar with the procedures, systems, gauges and some thousand circuit breakers in the P-3 is not a process that comes easy.

"When someone chooses to become a flight engineer, he also is choosing a lifetime of studying," Beaman said. "In flight engineer school, you devote nights to learning the systems and memorizing the procedures. The 19-week school seemed more like an endurance test.

"I remember my first flight as an engineer. I really got sick. It was more nerves than anything else. Suddenly I realized that if I messed up, somebody could get hurt. I wasn't in a simulator anymore. This was for real. Later, I figured that this was the reason there is so much pressure on us in school. Flight engineers have to be able to handle mental stress, not only in responsibility, but in endurance and reactions, too."

Once a flight engineer graduates, he soon realizes that studying isn't a thing



Man with a Mission

of the past. It is now part of his occupation.

"I thought I was pretty sharp after graduation," Beaman said. "It was a relief to put away the books. When I got to my first squadron, I found this wasn't quite the story. You're not a flight engineer until you qualify. You really have to keep on your toes to earn that seat. And making it doesn't guarantee that you're going to stay there."

In this community there is no such expression as "once a flight engineer, always a flight engineer." Re-evaluation is a yearly process. A test, made up of both a written examination and a flight check, is administered by a NATOPS examiner.

"Many people don't realize how much book work it takes to stay qualified in this profession," Beaman said. "On long flights, I quiz with the pilots on the emergency procedures and systems. This has become an integral part of our training."

Today's flight was evidence of how that kind of training can pay off. It can put an ASW crew at ease to know they can depend on the flight engineer.

Rain beat against the windshield as the pilot turned the P-3 in on its final approach to Jacksonville Naval Air Station. As the wheels met the wet pavement, the crew braced themselves for the propeller reverse. The big bird was back home.

It took Beaman and his second mech only an hour to fuel and put the airplane to bed. Drenched from the rain, the two gathered their gear and headed out to file the maintenance gripes.

The clock hands were approaching 9:30 p.m. when Beaman stopped to check the next day's flight schedule—the daily list governs the life of a P-3 crew member. "Living day to day by a flight schedule can get pretty rough sometimes, but it's something that comes with the territory," Beaman said.

And to a flight engineer, the territory is what makes it all worthwhile. Ask any P-3 flight engineer what it is that keeps him going at such a pace. You're likely to get the same answer that Tom Beaman gives. "I've got flying in my blood. I don't know where it came from, but I know it won't go away.

—Story and photos by PH1 Jim Preston

★ ★ ★

The Navy is seeking qualified Navy personnel to become P-3 flight engineers and wear the aircrew wings. Petty officers E-5 through E-8 in the AD, AE and AM ratings may apply.

Basic qualifications for this program are: physical qualification to be an aircrewman, GCT/ARI of 105 or higher, ability to pass a first class swimming test, eligibility for at least a secret clearance and a consistent record as a high performer.

Successful applicants will first attend a five-week Naval Air Crewman Candidate School in Pensacola, Fla. Upon successful completion of this school, applicants will attend 18 weeks of flight engineer training at either NAS Jacksonville, Fla., or NAS Moffett Field, Calif. Successful trainees are designated as NEC-8251 aircrewmen (P-3 flight engineers), and are eligible for flight pay.

Interested persons are urged to get more information by contacting: LT Lichwala or ADCS Robertson by message (NMPC 404E) or by calling AUTOVON 291-5836/63, commercial 301-427-5836/63. This program is also open to Naval Reservists desiring recall to active duty.

★ ★ ★

Left: In the cockpit, the flight engineer is responsible for monitoring all the aircraft's systems and maintaining them at efficient settings. Below: a 12-hour mission is just another day for ADJ1 Tom Beaman and his second mechanic, ASMAN Barry Moll, as they head for the hangar.



Man with a Mission

The P-3 Flight

The Navy's P-3 flight engineer program, first established in 1962, demands the talents and professionalism of extremely dedicated sailors. The men who occupy today's P-3 flight engineer seats are every bit the professional systems experts the Navy expects them to be.

But for these flight engineers, maintaining this high level of dedication hasn't been quite so easy.

According to Vice Admiral Wesley L. McDonald, Deputy Chief of Naval Operations (Air Warfare), "Our flight engineers have been undermanned, overscheduled and overworked. It's been the kind of situation that defeats itself. As I've become more and more aware of the demands of the P-3 community, I've found that these men have really taken a hit. Something has to be done about it."

The problems which have been eroding the flight engineer program seem to have taken root in 1977 when the Navy discontinued the second mechanic school and training program.

Commander Roger P. Hulson, Enlisted Community Manager for Antisubmarine Warfare Aviation Support Programs, explains, "The second mechanic school was discontinued because it just wasn't producing the quality of first-term enlisted crew members that the P-3 community needed."

Instead of training second mechs to assist flight engineers, the Navy opted to attain a more ideal situation: putting two flight engineers on each P-3 flight. To accomplish this goal, the Navy increased the number of flight engineer billets per squadron from 17 to 24. It looked good on paper.

Unfortunately, this ideal situation has never been attained. There weren't enough flight engineers to fill the new openings. At the present time, there are approximately 800 flight engineer billets and some 175 are still vacant—a situation which has put pressure on the existing flight engineers.

"Our P-3 squadrons still have mission requirements to maintain. The aircraft have to keep flying those missions." CDR Hulson said, "To compensate for the undermanning problem, the flight engineers are being overscheduled."

At the squadron level, this problem is compounded. Squadrons sometimes use their flight engineer chief petty officers as maintenance supervisors. "They make superior quality control chiefs because of their vast systems knowledge," explained a squadron commander.

But, because they also occupy a flight engineer billet, assigning these CPOs to a shop decreases their availability to fly. The additional flight time requirement is then passed on to the remainder of the squadron's flight engineers.

"This is what I meant about the situation being self-defeating," VADM McDonald said. "A squadron commander knows he's got talent here. When you've got a man who can produce, you've got to use him to the fullest."

To help ease some of the burden, flight engineers are recruiting their own second mechs from among top-performing first-term enlisted men in the maintenance shops.

"You're really lucky when you can find a volunteer who has talent and desire," a flight engineer said. "We've got to be selective for the same reasons the Navy is selective with its flight engineers. A second mech not only has to know what he's doing, but also has to be able to shoulder the responsibility."

Another problem affecting the flight engineer community involves rate ad-



Engineer Program

vancement. Flight engineers are not in a separate Navy rating. They are volunteers from aviation machinist's mates, aviation electricians's mates, and aviation structural mechanic ratings. Once qualified as flight engineers, these enlisted men receive a primary Naval Enlisted Classification Code of 8251.

When it comes time for evaluations and advancement examinations, flight engineers are tested and evaluated on their rating knowledge. Therefore, along with studying to keep abreast of their flight engineer requirements, they must also study to maintain their rating proficiency. When a flight engineer spends all his time flying, it's difficult to get the kind of rate qualifications the CPO selection boards are looking for.

This dilemma has caused many flight engineers to take a good look at their career patterns. Also, the problems don't help to attract candidates needed for the program. One engineer commented, "I put up with it because my heart's in flying. It gets pretty frustrating when you have to leave what you've worked so hard to achieve just to acquire the necessary qualifications to make rate. I can't afford to let it get me down when I'm in that seat. I have people's lives at stake."

VADM McDonald is taking positive steps to improve the flight engineer community. "I want to maintain the high professional standards that I see in the cockpit now. To turn this problem around, we're going to have to make the flight engineer's program more rewarding—something to help us keep the flight engineers we have now. This will also make it a more attractive program to volunteer for."

VADM McDonald and Rear Admiral James R. Hogg, Director Military Personnel & Training Division are pulling together the resources of all the people familiar with the situation. This combined effort is producing positive solutions.

A bill currently before Congress proposes an increase in flight pay. This incentive pay hasn't been increased since the early '50s.

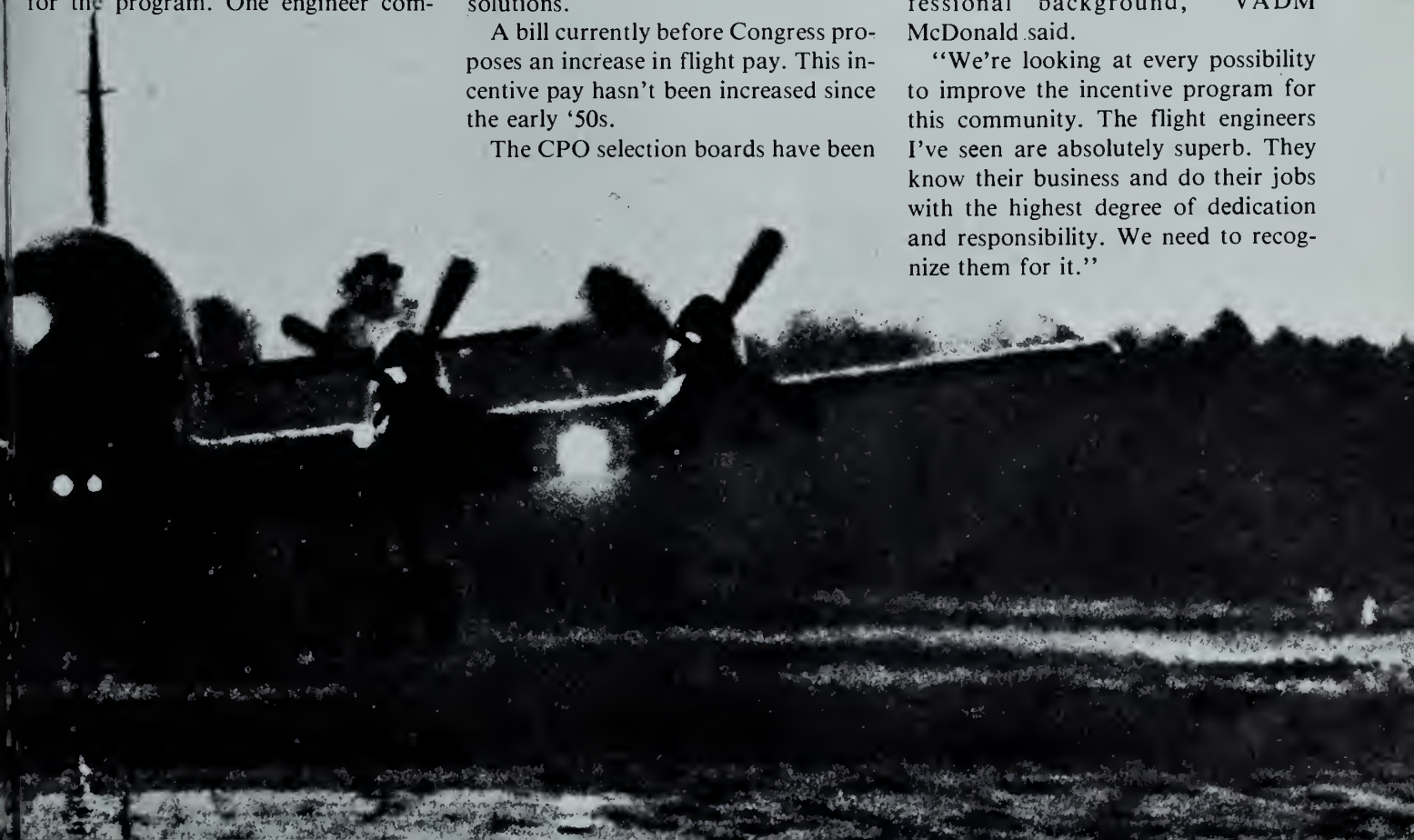
The CPO selection boards have been advised to consider candidates with an NEC of 8251 on professional performance as a flight engineer, rather than on his rating performance. This will allow them to be evaluated on a more competitive basis.

A selective reenlistment bonus (SRB) for flight engineers, to be implemented in fiscal year 1980, is now being seriously considered. This recommendation is also being carefully scrutinized to determine if earlier implementation might be feasible.

Flight engineers may soon be able to attain nine college credits for flight engineer school. This proposal is now being considered by accredited colleges that teach aviation programs.

The possibility of establishing a flight engineer rating is also being studied. "I feel that this is a viable option to the present problems. A separate rating would give flight engineers the opportunity to compete for advancement with men of the same professional background," VADM McDonald said.

"We're looking at every possibility to improve the incentive program for this community. The flight engineers I've seen are absolutely superb. They know their business and do their jobs with the highest degree of dedication and responsibility. We need to recognize them for it."



An Artist's View of the "Ike"

"The speaker announces a drill and everyone scurries about. Hatch covers and stair ladders are shut down. Bulkhead doors are bolted and the ship becomes compartmentalized into hundreds of separate and secure sections.

" 'Time plus 4. We have 6 minutes to secure the ship.' Steel doors clang shut. Bolts slam into place. Air-conditioning goes off. Footsteps are heard overhead. Another and more distant door is bolted with a dull bang. Voices, indistinct in the distance, move away.

" 'Time plus 6. We have 4 minutes to secure the ship.' Ship quiets down in an expectant unease. I begin to wonder if the oxygen in my room will hold out. I try to put my mind on painting. Am I in prison?

" 'Time plus 10. No smoking, eating or drinking during the drill.' The ship is almost completely quiet. No hums, footsteps or voices. I finally get concentrating and paint.

"In about an hour, the speaker announces end of drill. Air conditioner starts to hum, water flushes, doors open, footsteps, vibrations, and the ship breathes life again. Freedom."

That was the way portrait artist Peter Cook of New Jersey was introduced to life at sea aboard the nuclear carrier USS *Dwight D. Eisenhower* (CVN 69). His son, Lieutenant Commander Steven Cook, was an assistant medical officer aboard *Ike* at the time; the doctor is now stationed at the orthopedic clinic, National Naval Medical Center, Bethesda, Md. During his two weeks aboard the carrier, Cook executed pen and ink sketches, pastel drawings and small oil paintings of life around him. Using those on-the-spot impressions, he later developed a series of paintings —some of which are shown here—to depict vividly the carrier's day-to-day routine.

Artists, Cook proves, are born observers of life. They note those small details which easily go unnoticed by others. While aboard *Eisenhower,* Cook also maintained a daily record*—minus the familiar phraseology of seagoing men—from which his above impressions of a ship during general quarters were drawn. There was much for him to see. *Eisenhower,* during those two weeks in 1978, underwent readiness exercises which called for round-the-clock flight ops involving F-4s, A-6s, A-7s and F-14s, and—to top it all—the at-sea stint was culminated by a presidential visit.

His diary entries, as witnessed by the following excerpts, are revealing—both of the man and his surroundings:

"A walk on deck after dark. A helo looming against the last light in the west. The lights on the island are red so as not to blind the pilots . . . visited weather central and combat control center, all computers and radar . . . last, the fantail, with the wake quietly floating out behind."

"A chief and I had a conversation about the duty on *Ike.* His words: 'You work harder but it's never dull, always something different.' It reminded me of working on the farm."

"Can you imagine being shot into the night (a night launch of an F-14) at 200 mph, and have the presence of mind to keep an eye on about 50 instruments, give power at the right moment and breathe?"

About the men on the flight deck early one morning: "They are not looking forward to this day as they will be on till midnight with only half-hour breaks for chow. The F-14s will be flying. They are huge, fast, noisy and give out tremendous clouds of brown exhaust when taking off."

"Not satisfied with the general effort, it (the 1MC) said, 'Hangar deck, why can't we get some cooperation? We're trying to bring down planes and everyone's standing around . . . if you haven't anything to do, find something.' I don't think the remarks were appreciated."

"Lots of wind today and chilly. Forty-five knots from the west. Really too much for comfort for the planes, let alone the men who are blown about the flight deck like dry leaves."

"There is a daily evening prayer over the speaker. Tonight we thanked the Lord for our Air Boss and his crew. Rightly."

"How those men on the deck can stand it for hours at a time is beyond me. Exhausting and hazardous. All someone has to do is goof off once."

"Went up to the bow and drew a view, from way out on a missile platform . . . the bow ghosting through the clear blue water. As I was drawing, a shark rolled right by the bow, about 10 feet long, its single fin shearing the surface . . . then some dolphins came cavorting by, enjoying the quiet morning."

"Had a talk with . . . during lunch.

*Diary © 1980, Peter Cook, Kingston, N.J. All Rights Reserved



: Night Catapult © *1980 (Collection National Air and Space Museum)*

Below: Bridge © 1980, Peter Cook, Kingston, N.J. All Rights Reserved

An Artist's View of the "Ike"

He had tried to be a pilot but washed out because he got sick every time he went up . . . I guess it's tough on those who don't make their heart's desire."

"People had guns and stuff and lots had gas masks. I asked someone what it was all about. This lad said, 'See that fellow out there? Well, if he falls down suddenly, we'll know it's more than a drill.'"

"Tried the movie tonight! Oh my! Where do they find them? There must be some place to put your hand on some good flicks. There seems to be a lot being made."

"Then there's this thing about language—always the ever present 'Roger' and 'Say again' and 'That's a negative.' But then, you and I are 'individuals' (when the 'individual' deplanes). The plural is 'individuals' unless you're speaking of 'personnel.' People, it seems, applies to CIA operatives."

"The fliers have a breeze, I feel, and all the glory. There is a swagger to their step and a collected air of assurance in their movements, like athletes. I can understand it, it's familiar. My feeling is for the guys whose intricate knowledge of electronics and tools—who work long hours, who work those infernal catapults, who keep track of every moment a plane is flying, and who bring them in safely on what seems a tiny island in no place."

"Later, the wardroom will be a scene for a party in honor of those who have seen their 100th movie on board. A cake iced with various names . . . The oral surgeon produced a sword, with which a huge piece was incised from the middle and passed around."

"Tomorrow (the presidential visit) is a big day. All the preparations! Everyone has to have a point to living and trying to do a good job of it. The ship sparkles. Hope *he* likes it."

"Other pilots were talking at the table. The greatest thing in life seems to be to make things go BOOM . . . a sonic boom that practically blasted people into the ocean . . . That's what pilots like."

"After lunch today Steve had an appendectomy to do, so I watched and made a few sketches. It was interesting . . . the operation was a success."

"The water changes color from clear sea blue to light, muddy green, to a cafe-au-lait opaque ochre."

"The waiting Marine guard hoists the Stars and Stripes aft and the Union forward, almost 1100 feet apart . . . the pier starts to fill with wives and relatives, little kids in strollers and prams . . . Debbie waves heroically."

"How can the cruise be summed up? The first thing that comes up is the friendliness of everyone on board. There were *no exceptions* . . . I can imagine times when routine and paper work could make life somewhat less than exciting. But, then, what career can you think of that doesn't have its dull moments . . . I feel there is probably always something unique going on in a floating city of 6000 souls."

Below: Hangar Deck with Joggers



© 1980, Peter Cook, Kingston, N.J. All Rights Reserved



bove: Corsairs at Rest



© 1980, Peter Cook, Kingston, N.J. All Rights Reserved

Below: Ordnance Officer



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Finding the Right

"Ensign Broadside" is a cartoon character which some would say mirrors the woman who created her. "Indeed," said Lieutenant Nan Benson-Schlax, "we are both junior officers struggling to compete in a predominately male organization."

LT Benson-Schlax's comic drawings of the bewildered-looking ENS Broadside are meant to portray the lighter side of some of the situations that women encounter in today's Navy.

"I really believe that there is a little bit of ENS Broadside in every woman officer," said the artist. "ENS Broadside is well-educated and hard-charging, but her desire to take charge of a situation and her inexperience sometimes crash head-on. Like many young officers, the novice ensign has her embarrassing moments; the key to surviving these moments is an objective sense of humor.

"That's what I try to put across in my drawings."

The artistic lieutenant started drawing at an early age, but like many people who dabble in art as a hobby, she never sought professional art training. Nevertheless, as a teenager, she won awards in city and state competition. At 14, her accomplishment of getting two of her drawings published in a national magazine sent her "walking on 'cloud-nine' for about a month."

She said that drawing has always been a way to release her emotions, and recalled that during her early years she experienced many strong feelings.

"I watched my dad sail away many times," she said. "He was a chief petty officer in the Navy, and spent most of his career afloat. Each time he left, there was a lot of sadness, but then when he came home again we were happy and excited.

"He loved his job, and I envied him for getting to travel all over the world. I wanted to be the one going on the cruise rather than being the one left waiting on the pier."



Career

During her senior year at the University of Colorado, Nan Benson began searching for a job. With two years of engineering courses and a double major in statistics and marketing, she felt a challenging and rewarding job would not be difficult to find. She looked into the opportunities offered by some 30 different corporations, but each time came away frustrated and disillusioned. She felt they were less concerned with her potential and more interested in her personal matters, like her future plans for marriage and a family.

"Some companies said that I was technically overqualified; others said I was too young," she said. "In virtually every case, the jobs that were offered were not nearly as challenging as I desired, nor did most of them hold the promise of significant advancement."

Remembering her father's enthusiasm about the Navy, she went to see the local recruiter.

"Even now, many years after his retirement, my dad still gets excited when he sees a destroyer. I thought that there must be something about the Navy to make it stay with a person."

The Navy recruiter was interested in the young woman's potential and offered her a career that was *not* just one of those "for women only" jobs.

At the Navy's Officer Candidate School (OCS) in Newport, R.I., she discovered that women officer candidates followed the same curriculum as the men "and did an admirable job, too . . . to the surprise of some," she recalled.

Her training at OCS included hands-on experience aboard the school's squadron of patrol craft, even though the laws at that time precluded women from serving aboard ships.

"We candidates thought it was an archaic law that prevented us from serving at the heart of the Navy," she said, "but now that sea duty is available to women, I definitely see a tour aboard ship in my career."

After OCS, she reported to the Navy Supply Corps School (NSCS) at Athens, Ga. It was there that she drew a cartoon strip for the school's newspaper and introduced the character of Ensign Broadside.

The six-month curriculum at NSCS was fast-paced and comprehensive. "It was unlike anything I had ever faced in college—12, maybe 14 months of learning crammed into six months. We had to master some 88 'pounds' of publications in only 26 weeks."

During her studies at Supply School, as well as later in her Navy career, Benson-Schlax's drawings of Ensign Broadside characterized a young woman's struggle to become an effective officer and manager.

"I still meet senior officers who express surprise that women are receiving training at Athens," she said. "I thought it was common knowledge in the fleet, but the longer I'm in the Navy, the more I find this not to be true."

LT Benson-Schlax said that women supply officers may expect such reactions until there are more of them in the ranks.

From NSCS, she reported to her first command in San Diego. Convinced



As director of the receiving division at NSC Pearl, Supply Corps officer LT Benson-Schlax manages a work force of 26 people.

that her success in the Navy depended on more education, Benson-Schlax began taking courses through the University of Southern California, under one of the Navy-sponsored post-graduate programs.

"Working full-time during the day and going to school at night got to be a grind after awhile," she said. "There were days when I would work eight hours, spend five hours at night school, and then stand a watch from midnight until eight the next morning.

"Believe me, it was a long two years."

When it was over, LT Benson-Schlax received her master's degree in systems management. She was then transferred to the staff of Commander Naval Air Forces, Pacific (also in San Diego), as assistant fleet budget analyst/comptroller.

Her experience in the Navy thus far had convinced her that she had found the career she wanted "especially after hearing what had become of the so called 'great' civilian opportunities my college friends had bragged about."

Benson-Schlax was growing more confident. She had advanced to lieutenant and her new assignment at ComNavAirPac exposed her to the "big picture of the Navy's financial system." ENS Broadside, her cartoon character, was still an ensign, still having her embarrassing moments.

It was while at ComNavAirPac that LT Benson met LT Tom Schlax, also a supply officer.

"Shortly after we became engaged, Tom left for duty in Iran," she said. "We felt prepared for the long separation, but nothing prepared me for the devastating loneliness I felt.

"Every person copes with a problem in his own way. For me," she said, "the best approach to the separation and loneliness was work. I was so accustomed to night classes that I went back to school for a master's in business administration.

"If anyone had told me I would have a bachelor's degree and two master's by the time I was 26 years old, I never would have believed them."

Tom came home, and Nan Benson became Nan Benson-Schlax. The decision about the name, she said, was so "I could maintain my professional identity while simultaneously acknowledging my change in marital status."

From San Diego, LTs Schlax and Benson-Schlax reported to their respective duty stations in Pearl Harbor, Hawaii: Tom to duty as supply officer aboard a guided missile destroyer, and Nan to the material department at Naval Supply Center.

"From what I've been told, I am the first woman supply corps officer to be assigned to NSC Pearl," she said, "and, as director of the receiving division, I am in what has traditionally been a man's world. In the beginning, I sensed some anxiety on the part of the 19 men and seven women I supervised, but things have worked out extremely well."

Both lieutenants say that the Navy will continue to be an important part of their lives.

"We understand and accept the fact that someday we again may be stationed apart, but no one said it was going to be easy," said LT Benson-Schlax.

One of the Navy's few female supply corps officers, LT Nan Benson-Schlax has found the rewarding and challenging career that she once so desperately sought. Every assignment and every degree (she's a candidate now for a Ph.D.) adds to her professionalism and her confidence.

"And, who knows," she said, "I may even promote ENS Broadside to lieutenant (junior grade)."

—Story by LCDR John E. Jackson, SC
—Photos by JO2 James G. Bryant



"I'm sorry Captain . . . either this is the latest uniform change or the Communication Station garbled the message!"



"Dad, I know you want me to follow in your footsteps . . . but this is carrying things a little too far!"

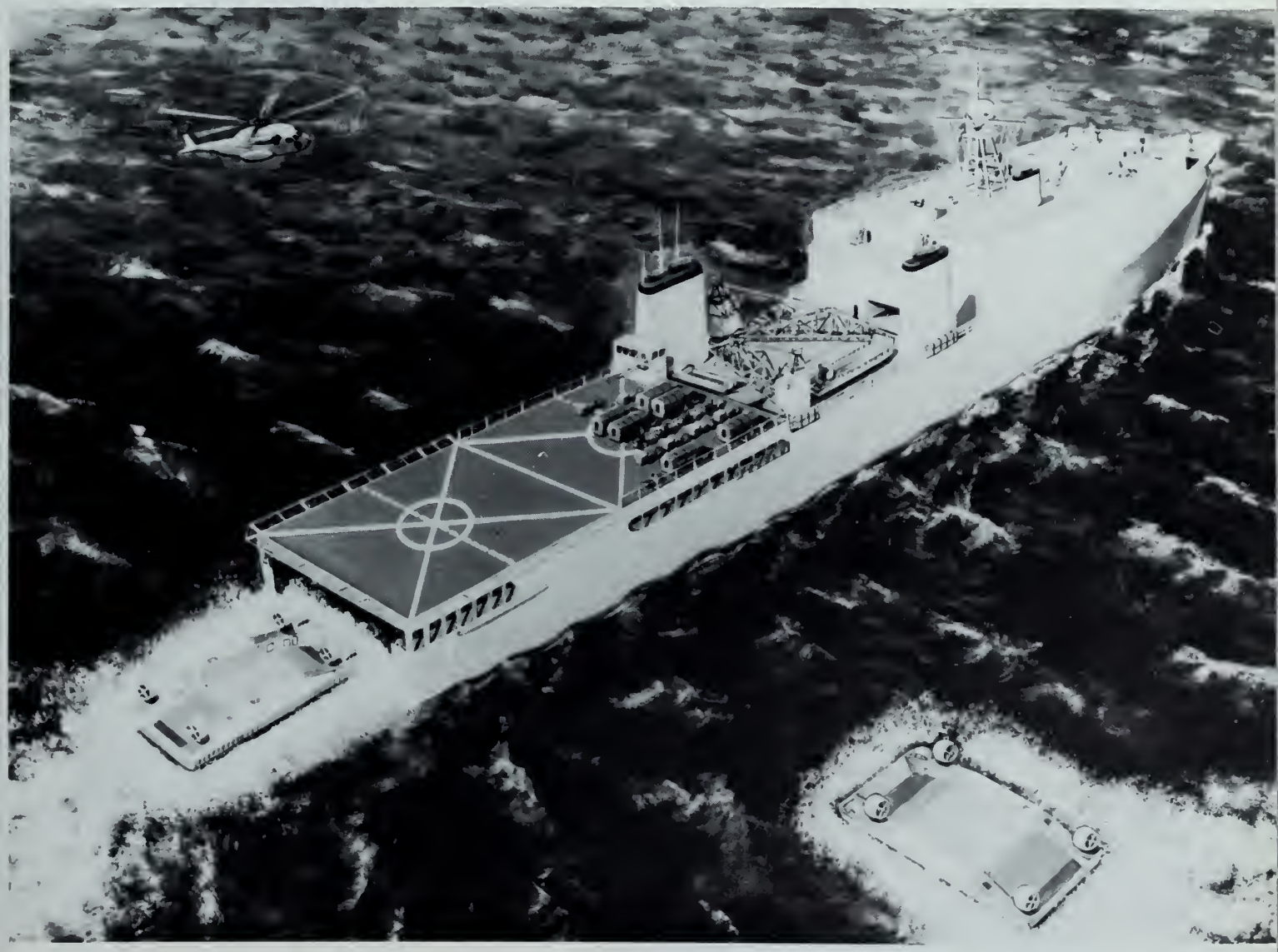
Getting More for the Money

Realizing that the energy shortage will be around for some years to come, the U.S. Navy is leading the way in energy conservation with its design of the new LSD 41-class dock landing ship. The Navy expects to reduce fuel consumption 30 percent in these new amphibious ships by using engines already proven in marine service worldwide.

Although similar in appearance to existing dock landing ships, the new LSDs are far different. Major changes are in the propulsion system, well and flight deck design, habitability and armament.

Propulsion

Early in the design stage of the LSD 41 (as yet unnamed), it was found that the ship could be powered by diesel



Getting More for the Money

engines, gas turbines, or a conventional steam plant as used in the LSD 36 (*Anchorage)* class. Analyses showed that the diesels offered improved fuel economy and that several American-made diesels were available to do the job. Engineers selected medium-speed diesel engines for the LSD 41 power plant.

Since the diesel uses less fuel per mile, the ship will carry less fuel and still meet its cruising range requirements. Net result is that the LSD 41 will be less costly to acquire and operate than a ship with gas turbines or a conventional steam plant.

Big savings in fuel consumption and costs are expected to be realized in the planned 30-year life of the new ship. The eight new LSD 41-class ships, which are designed to replace, eventually, eight ships of an older class, will save more than 2.5 million gallons of fuel per ship a year. At today's costs, this amounts to an annual saving of some $1.3 million a ship, or $40 million over the life of each ship. These figures, projected last July, have already increased and the overall saving achieved by each ship is bound to be much higher than the quoted $40 million.

The LSD 41 is slated to have four diesels installed—producing about 40,000 horsepower—more total output than the steam plant of an LSD 36-class ship. Because of higher front end costs for the new engines, initial installation cost of the diesels will be slightly more than for an equivalent steam turbine plant. One of the costs involves construction of a land-based test site for the new medium-speed diesels to research and develop the propulsion system. Additionally, there is the added cost of training engine room personnel to operate and maintain the new system.

Still, all of these costs will be recouped because the LSD 41-class ship's initial purchase price is less than that of the purchase price of the larger steam-driven or gas turbine ships.

Habitability

Habitability for both the crew and embarked troops will be improved noticeably in the new dock landing ship. Berthing areas will be in the deckhouse instead of in the wingwalls.

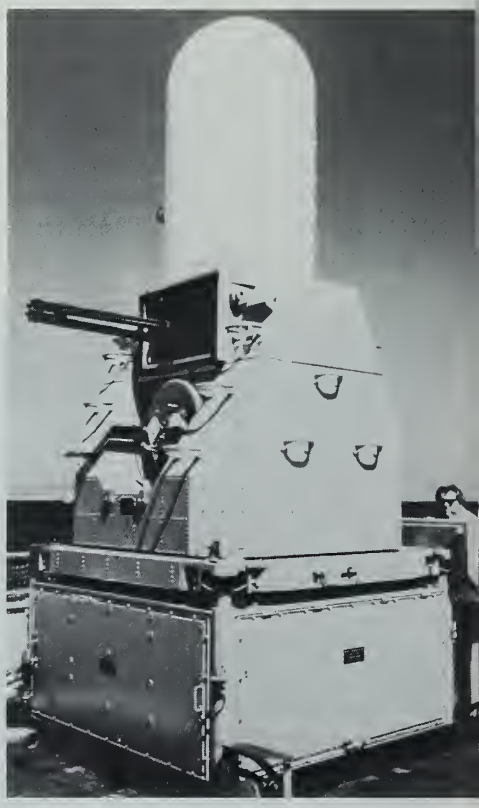
The inboard passageways will be offices or repair shops instead of living spaces, which will be located in the deckhouse away from the traffic flow.

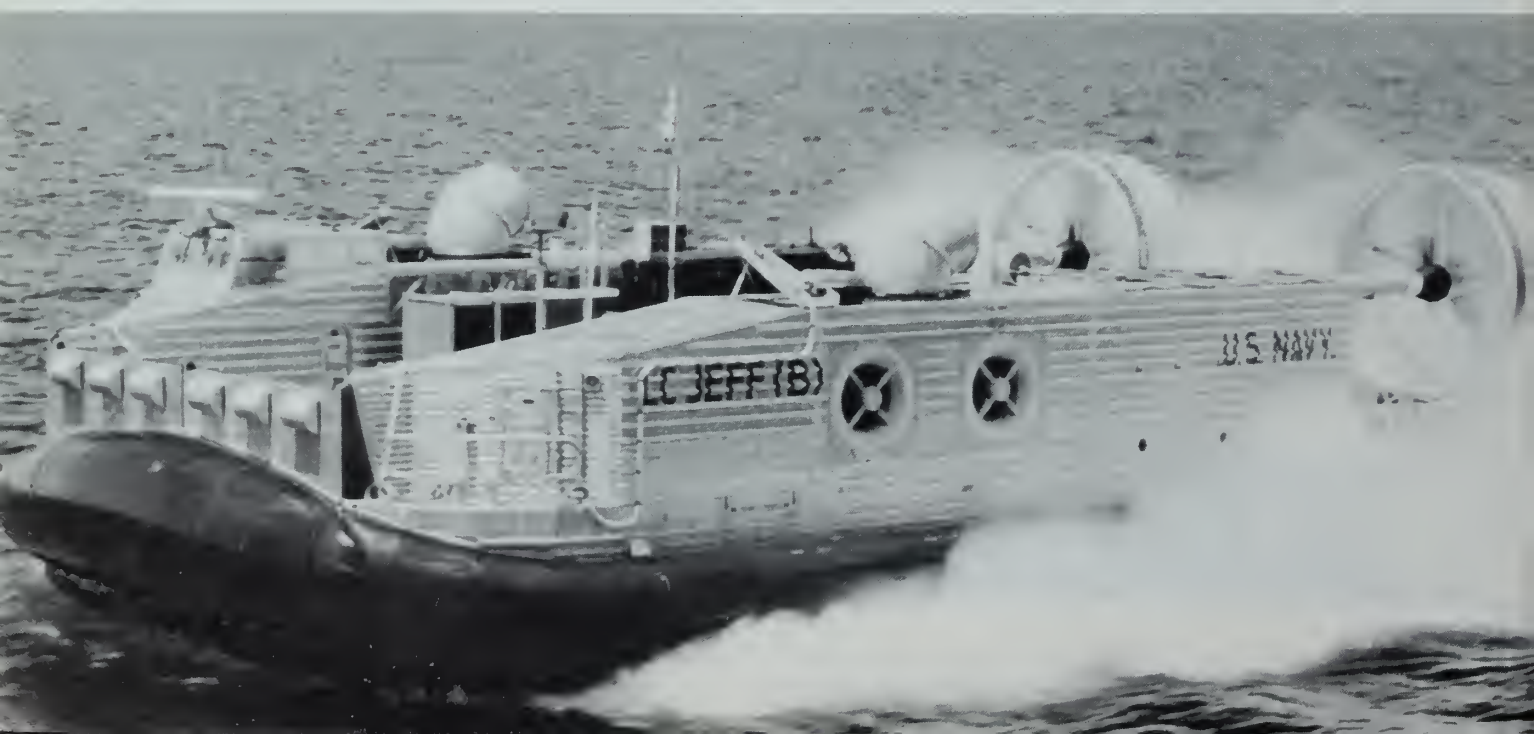
Embarked troops will encounter another pleasant surprise in their berthing arrangements—no more four-high racks and small storage lockers. Habitability standards will be the same for troops as they are now for the crew.

Another change involves the central galley and scullery. Gone are the wardroom and captain's galleys—all food is prepared in a central galley. Mess management specialists assigned to the wardroom and captain receive food from the central facility via dumbwaiters and return used dishes to the scullery by the same method.

Amphibious Design

The most noticeable change in the new dock landing ship is the larger flight deck. While other LSDs have room for only one helicopter, the LSD 41 has a "one-plus-one" capability. This permits flexibility as mission requirements vary.





Normally the ship can accommodate two helicopters. If necessary, the forward portion of the flight deck may be used for vehicle storage instead of accommodating a second helicopter.

Not as obvious as the flight deck change is the difference in the ship's well deck. The LSD 41 is the first dock landing ship designed to accommodate the air-cushioned landing craft (LCAC) scheduled to enter Navy use in 1985.

The ship's "drive through" capability allows vehicles to be driven directly to the flight deck or well deck without using mezzanine decks. Mezzanine decks, which are necessary in the *Thomaston* and *Anchorage* class LSDs, are large, portable, metal grates placed between the well deck and the flight deck. Using ramps, vehicles could be driven from the well deck to the mezzanine deck and then to the flight deck.

In the LSD 41, mezzanines have been eliminated. Vehicles as large as five-ton trucks drive up a portable ramp from the well deck to the deckhouse. In the deckhouse, a turntable turns them around and they proceed up built-in ramps to the flight deck. During an amphibious assault, vehicles can quickly be delivered to either helicopters or landing craft for transfer to the beach.

The vessel also has greater crane capacity than earlier dock landing ships. While *Anchorage* class LSDs carry two 50-ton cranes, the LSD 41 class will have one 60-ton and one 20-ton crane. This will give more versatility in load handling, especially if the Marines go to a 60-ton tank.

Vital Statistics of the LSD 41, LSD 36 and LSD 28

	LSD 41	LSD 36	LSD 28
Length (Overall)	609′	553′	510′
Beam	84′	84′	84′
Draft (Full load)	19′7″	18′6″	17′9″
Displacement (Full load)	15,774	13,500	12,150
Payload			
Crew—normal complement	376	361	353
Troops	338 plus 102 surge	338	318
Vehicle capacity (sq. ft.)	12,800	12,000	10,200
Cargo capacity (cu. ft.)	5,000	1,200	2,500
Boat capacity (LCM 6 size)	21	15	15
Helicopter capacity	1 plus 1	1	1
Speed	over 20 knots	20	20
Crane capacity	one 20-ton one 60-ton	two 50-ton	two 50-ton

Armament

Gator sailors will notice the typical 3-inch 50-caliber guns are missing from the new LSD 41. In fact, there will be no conventional offensive or defensive weapons on the new ships other than 20 millimeter machine guns. There will be some unconventional ones, however.

The new Close-In Weapons System (CIWS) consists of a highly modified 20mm machine gun firing 3,000 rounds of heavy lead per minute. This "Gatling gun" can blacken the sky with the amount of ammunition it fires, locking onto a target and proceeding to shred it.

Overall, the LSD 41 will be a great improvement in the amphibious force of the U.S. Navy. Still, however, it will do the job Gators do best: "Land the landing force."

—Story by JO2 Bob Rucker



Far left: JEFF B, a prototype of the air-cushioned landing craft (LCAC) to be carried by LSD 41, skims the water on a trial run. Top: Close-In Weapons Systems (CIWS) "Gatling guns" will protect the LSD 41 class. Left: LSDs of the Thomaston *class will be relieved by the LSD 41 class.*

A Name to be Remembered

A Diesel Boat Named Tang



Like the snail darter, another North American marine form faces extinction. The limited supply of fossil fuel has signalled an end to the diesel submarine and its disappearance will end a historical era seafarers will long recall.

First recognized as offensive predators during World War I, the gray shapes stalked the enemy over the high seas. By the close of World War II, they had wreaked havoc with their deadly stings in both the Atlantic and Pacific Oceans.

Today, however, only seven diesel-electric submarines remain in the U.S. Navy; our journey into the atomic age is almost complete, at least for submarines.

On Feb. 8, the oldest diesel-electric submarine in the Navy and the last operational one in the Atlantic Fleet, USS *Tang* (SS 563), was decommissioned and the famous name retired from the Navy's list of ships.

However, unlike the dinosaurs whose fossilized bones are their epitaph, the diesel boats' sea-battered hulls won't be their epitaph. Instead, the submariners who served in them will be.

In *Tang*'s case, the submariners are those who served in two boats bearing the name. The first was USS *Tang* (SS 306), now lying 180 feet below the surface in the Straits of Formosa. Most of its gallant crew perished when an erratic torpedo from its own tubes sunk the boat shortly before midnight on Oct. 24, 1944, during a daring surface attack on a Japanese convoy. Seven years later on October 25, 1951, the second USS *Tang* (SS 563) was commissioned and was the first of the modern fast attack submarines and surrogate

USS Tang *(SS 563) pierside at New London. Below: MS3(SS) Billy J. Cassio shows off his third generation dolphins, his "Diesel Boats Forever" insignia, and his* Tang *button.*





parent of the U.S. Navy's nuclear power submarine force.

Both submarines have left indelible records for future submariners to follow, to recall the fading, silent warriors of the deep.

The SS 306 served only one year before its untimely loss but etched into the annals of naval history a record unmatched. In only nine short months, *Tang*'s skipper and crew—in five war patrols—aggressively sought out enemy shipping and exacted a terrific toll. They averaged one enemy ship sunk every 11 days—a rate twice that of any other U.S. submarine during the war. *Tang* sunk nearly 100,000 tons of Japanese shipping in enemy-controlled waters and rescued 22 downed naval aviators off the island of Truk. That *Tang* was awarded two Presidential Citations, making it one of only three Navy ships so honored.

The fifth patrol of the SS 306 was called "one of the great submarine cruises of all times," by Vice Admiral Charles A. Lockwood, Commander U.S. Pacific Fleet Submarine Force during World War II.

During the ill-fated patrol, *Tang*'s seasoned crew challenged two large, well armed, and heavily escorted convoys bound for the Philippines. Without any support, it sent every supply ship of both convoys to the bottom in surface attacks. The heroic effort began on Oct. 23, 1944, when *Tang*'s crew sent the five ships of the first convoy to the bottom in only 10 minutes and continued 24 hours later when they sent the second five-ship convoy to the bottom. But their last torpedo ran erratically and began a circular run. Twenty seconds after firing, the torpedo hit *Tang*'s stern. The boat sank immediately. The commanding officer, Lieutenant Commander Richard O'Kane, and eight other crewmen on or near the open bridge at the time survived to spend the remainder of the war in a Japanese prisoner-of-war camp. *Tang*'s war effort was summed up in its second Presidential Citation:

"A seaworthy, fighting ship handled brilliantly by her gallant officers and men, *Tang* rounded out her previous distinguished record of achievement by crushing blows against the enemy's power to wage war, thereby, materially furthering the vital operations to control the Pacific. . . ."

By 1948, the Navy's submarine force saw the development of a new hybrid submarine. The U.S. diesel boat and German U-boat yielded the first fast attack submarine—USS *Tang* (SS 563).

From its initial planning, the new *Tang* introduced the fast attack concept to the submarine community with its streamlined hull, integrated snorkel system, and increased speed and depth. The SS 563's design incorporated the total submerged operation concept from the U.S. Navy's World War II submarine experience as well as the submarine experience of our enemies.

At the SS 563's commissioning, seven years after its namesake's sinking, a passage in the program by W. R. Anderson, the executive officer, interlocked the soul of both boats.

"We pay tribute in assuming our duties on the new *Tang* to our valored comrades, most of who lost their lives on Oct. 24, 1944. Fate cut down your



MM3(SS) Glenn R. Nicholes at his diving station. Opposite: QM1(SS) Michael K. Scroggins stands by the navigational periscope.

fighting submarine at the very hour you deserved the greatest laurels of victory. We cannot replace you, rather, we hope that we shall capture some of your skill, some of your devotion to duty and country, and some of your gallantry. We shall endeavor to be a credit to your memory and we shall strive to justify our affiliation with the name you and your heroic commanding officer have enscrolled in the history of fighting ships of the Navy. . . . ''

Thus began the 30-year career of a submarine that provided shipbuilders with the pattern for the first eight U.S. nuclear powered submarines of the *Nautilus, Seawolf,* and *Skate* class. *Tang* outlasted four of those submarines before being decommissioned.

Tang's first crew found themselves with the task of helping to construct and make this ''modern'' submarine work.

''It was a 24-hour-a-day task,'' recalled retired Captain E. P. Huey, the 563's first skipper.

''One of my successor's said when he was there, back in the olden days, they had trouble with *Tang*'s fresh water plant. It just so happened some of the 563's commissioning engineering types were around and explained, 'We didn't have that trouble because we made it work the first time.' ''

The *Tang* quickly established itself as a submarine capable of meeting operational commitments while remaining flexible. Even a fire in the pumproom didn't prevent the crew from setting a diving record on their first deep dive.

''On this particular dive, we were down to the 500-foot mark when word came there was a fire in the aft pumproom,'' said CAPT. Huey. ''According to eyewitness reports, a troublesome fireman down there saw it was an electrical connection causing the fire. So he kicked it . . . broke the connection and shot it with a fire extinguisher putting out the fire.



"We continued the dive and completed it successfully to our test depth. And that fireman, after the incident, squared away and ended up being one of the contributing sailors on board," he said.

After the initial sea trials and while in the midst of its shakedown cruise, *Tang*'s submariners showed how flexible they could be by making an unexpected transit from Panama to Pearl Harbor.

"We had gotten about halfway through out shakedown cruise and had been given tentative approval for a cruise to Panama pending concurrence from the Commander-in-Chief U.S. Pacific Fleet," said CAPT Huey. "The request had been sent, we were en route, and usually it was just a 'rubber-stamp' approval. However, in this case, they said why don't we knock off the six-week cruise and report to the fleet early.

"We tried to 'hand-wrestle' out of reporting early but as you can guess, when you try to 'hand-wrestle' with someone who talks with four stars, we reported six weeks early."

So as the SS 563 chopped to the Pacific Fleet they sent this message, "Chopping to Pacific Fleet answering all bells on four engines."

"The crew of 563 was pretty proud of going from Panama to Pearl Harbor without any major problems," said Huey.

A chief engineman on board at the time claimed to have invented a new bathing method for submariners.

"I had the dubious honor of being responsible for the auxiliaries and I took more baths in hydraulic oil than anyone in the world."

Tang continued to answer all bells from its Hawaiian home port and conducted the full range of multifaceted submarine operations for 20 years. During those years, its submariners completed 11 Western Pacific deployments, 18 special missions including the initial polar exploration for the *Nautilus*' Trans-Polar voyage, and four Vietnam patrols. *Tang* earned six battleship efficiency "Es," four ASW "As," and four engineering "Es." The last engineering "E" was won in 1979 after 30 years' service, and almost four years out of overhaul. In addition, the SS 563 served briefly as the flagship of the Commander U.S. Pacific Fleet Submarine Force.

As *Tang* matured, advanced technology brought vast sophistication to submarine warfare. *Tang* constantly incorporated the improvements into its hull including replacing the original 'pancake style' engines with the present three Fairbanks-Morse engines. It also underwent extensive sail modification and modernization and two 'hull stretches' to provide space for an extensive sonar, electronic and ventilation modernization. The 'hull stretches' were engineering marvels in ship overhauling as the boat was severed in half, pulled apart, and new sections dropped into place.

Today's *Tang* measures more than 292 feet in length and displaces more than 2,000 tons, making it 600 tons heavier and more than 22 feet longer than the boat that slid into the New Hampshire waters in 1951.

In 1972, *Tang*'s crew found their boat and themselves in a new home port —San Diego, and with a new mission: antisubmarine warfare (ASW) research and training. The new job brought with it a new designation "AGSS" for the 563. Under a heavy operational tempo, *Tang* dedicated itself to ASW training and several special CNO research and development projects for the next six years.

But in 1978, *Tang* shifted home ports once again. This time it went to New London, Conn., where the 563 was redesignated "SS" and became the only operational diesel submarine in the Atlantic Fleet and was once again heavily used in ASW training.

"*Tang* was outstanding in its ability to perform a valuable function for the Navy in respect to antisubmarime warfare," said Ensign Paul S. Schmitt, *Tang*'s last weapons' officer.

With more than 5,000 dives, *Tang*'s 'twilight cruise' had been anything but slack. For the past two years, SS 563 and its 79-man crew have lived day-to-day under a constantly changing operational schedule and an unknown future.

Shortly after Thanksgiving, the crew learned their fate and *Tang*'s when waiting pierside after a two-week operation were *Tang*'s decommissioning orders and 40 Turkish naval officers and chief petty officers. Once *Tang* retired from the U.S. Navy, it began a

Tragic

A convoy contact popped on th radar screen and the skipper, eager t sink enemy ships, charged straigh toward the convoy.

Ten torpedoes were fired in rapi succession as ear-shattering explosion sounded each hit of the daring surfac attack. The Japanese ships in the con voy erupted in flames one after anothe as the USS *Tang* (SS 306) bore away t reload.

On Oct. 24, 1944, *Tang* and its skip per, Lieutenant Commander Richar O'Kane (now a retired rear admiral) saw their last action of World War II i the Straits of Formosa where they hac deeply penetrated the Japanese controlled waters.

Precisely at 9 p.m., *Tang*'s luck rar out.

Having loaded its last two tor pedoes, O'Kane took *Tang* back in amidst its earlier handiwork. The night glowed with the wild orange light o the burning tankers and transports.



new career with the Turkish Navy as the first modern class U.S. submarine in their navy. It was leased to Turkey for five years under the Security Assistance Program.

"The main significance of *Tang*'s retirement is that it is the first ship of the U.S. Navy's modern-designed submarine force," said Commander U. Dean Hekel, *Tang*'s last skipper. "And it marks the end of the diesel submarine era for the U.S. Navy."

Most of the sailors seeing the time-tested veteran through the final days weren't even born when its steel hull first splashed into the water. Nevertheless, the youthful crew overcame each obstacle they encountered by hinging their drive and high morale on diesel boat tradition.

"Tradition was a major factor behind *Tang*'s success and high morale," said Senior Chief Yeoman William L. Reynolds, a qualified diesel submarine chief of the boat. "There's an old saying, 'If you want to wear the name, you have to play the game.' If a sailor

Loss of the Defiant Sub

Tang bore in on a crippled transport at full speed and fired its last two torpedoes.

The first ran straight and true.

Then, the 24th and last torpedo suddenly broke the surface and commenced an erratic circular run.

Emergency speed and right full rudder were ordered. *Tang* began initiating a "fishtail" maneuver. The frothing wake of the screw and the black stream of exhaust told that the engineering gang was doing its best. But *Tang* answered up too late.

Within 20 seconds, the torpedo hit *Tang*'s stern and the boat sank immediately. The jarring concussion from the explosion whipped the boat, knocking all hands topside overboard.

Trapped crewmen of the forward engineroom and after battery compartments negotiated their way to the forward torpedo room and the sub's escape hatch. But their escape was hampered by raging fires in the compartments and Japanese escorts who were dropping crashing salvos of depth charges on the mortally wounded boat.

Thirteen men managed to escape, using Momsen lungs (portable breathing devices), from *Tang*'s watery grave 180 feet below the surface. Only five, however, reached the surface; they clung to debris until picked up by the Japanese. The five are the only Americans ever to escape from a sunken submarine on their own and live to tell about it.

Of the nine officers and men on the bridge, only three survived. Another officer escaped through the flooding conning tower. In all, nine officers and crewmen survived, including O'Kane, and all were subsequently beaten by their captors. They spent the remainder of the war in a Japanese prisoner-of-war camp.

Tang's untimely loss came just one year after commissioning. But its gallant officers and men inscribed a record unmatched in Navy annals. In five war patrols, *Tang* sunk nearly 100,000 tons of Japanese shipping at a rate of one ship sunk every 11 days, twice that of any other U.S. submarine. Overall, *Tang* sunk 24 Japanese merchant and naval ships —ranking second in sinkings and fourth in tonnage.

Only once did *Tang* return from a patrol with some torpedoes unfired. But then it carried 22 naval aviators it had rescued when on lifeguard duty during the United States attack on Truk.

For extraordinary heroism, *Tang* was awarded two Presidential Citations. O'Kane received the Medal of Honor.

Tang's first citation recalls the crew's devotion: "The brilliant and heroic achievements of this vessel reflect the highest credit upon the courage, seamanship, and determination of her officers and men. . . ."



wants to be a diesel submariner, he has to put up with minor difficulties.

"I was really impressed at exactly how much the younger guys identified with the diesel submarine community," he added. "They would rather have given up their girlfriends then get transferred."

"*Tang*'s crew was superb," claimed CDR Hekel. "We were always undermanned, yet, we had one of the highest operational tempos of any Atlantic Fleet submarine and the crew handled operational, and mechanical situations in a highly professional manner. Everybody worked hard so we could provide our allies with the best boat we could."

Tang's No. 3 engine followed the lead of the crew's topnotch performance.

"Well, the No. 3 engine went so long without breaking down and had the fewest problems of all three engines we gave it its own 'Official *Tang* Hero Award'," said Machinist Mate Third Class Glenn "Nick" Nicholes.

The bright orange-yellow "Official *Tang* Hero" buttons were awarded to individuals for recognition of a job or event well done that wouldn't normally get any official recognition.

For the past crew members of 563, *Tang*'s retirement marked the disappearance of the diesel boat in the Atlantic Fleet. Today, the remaining seven boats all patrol the Pacific.

"*Tang* was in good shape but needed a yard period," claimed Chief Engineman Adolph Marshetz, a 24-year diesel boat veteran. "After that, it would have been good for another five to ten years. To me, this was a young boat, I've been on older ones."

Remorse and regret were running high among the '*Tang*masters,' as the crew turned over their old shipmate.

"It means the end of a good home," said Mess Specialist Third Class Billy J. "B.J." Cassio. "Diesel boats are good times, good places and good people."

"It's kinda like losing an old friend. We went through a lot of changes, been to a lot of different places, and it's all been at a hectic pace," said Torpedoman Second Class William "Whit" Whitmer.

For *Tang*'s submariners the good times in the last three years were spent in 18 ports in nine Caribbean Islands and five states including a port visit to the 1979 Mardi Gras.

The retirement of the diesel boat also marks another milestone in the decline of a select brotherhood of sailors—the diesel boat submariners—the men who created the esprit de corps of the submarine force.

"To some degree we're the last of a breed," said Senior Chief Reynolds. "Some things don't continue once the environment changes. On *Tang,* everybody was primarily a diesel boat submariner first and their job specialty second."

The slogan "Diesel Boats Forever" seems dated now, but the diehard diesel submariners won't let it die.

"There are a lot of submariners out there who won't let the diesel boat totally die," said Reynolds. "We've got more diesel submariners out there than we have boats for them to man."

Nevertheless, the era of diesel-electric submarines is drawing to a close. Only their contributions in war and peace and the men who served on them are their legacy as the nuclear-powered submarine emerges as the future of the U.S. Navy's submarine force.

But, even so, they were sired by a diesel boat called *Tang.*

—Story by JO1 James R. Giusti



A Tang *sailor shouts out before descending the forward ladder.*

They're Not Handed Out...

The silver insignia he wears over his ribbons tells his shipmates that this sailor is no longer a wet-nosed recruit. He's qualified now.

He earned the famous emblem through long hours and hard work qualifying on every system on the boat. Now, their operations and purpose are embedded into his mind. He's a submariner—his dolphins say so.

Probably no other community in the Navy today or in years past has had the esprit de corps of the Submarine Force. The dolphins each submariner earns and wears with pride are the common bond of these handpicked volunteers.



Dolphins aren't just handed out as a sailor reports aboard. Instead, each man must show he's capable of earning and wearing them through an extensive training and testing program in every U.S. Navy submarine.

"They symbolize one of the most important things in the submarine service," said Commander U. Dean Hekel, commanding officer of USS *Tang* (SS 563). "The qualification program of each boat is one item that's important and critical in keeping the high standards of safety and operation in the submarine community. It takes an enlisted man nine months and an officer one year to earn dolphins. And I stress the word 'earn.'"

Submarine "quals" originated with the first U.S. Navy diesel submarine and have been carried into today's nuclear-powered community.

"The Navy went on the basic assumption that a man on a submarine, in event of a casualty, would need to know how to operate the equipment in whatever compartment he was in," said Lieutenant Commander Larry A. Hillerman, *Tang*'s qualification officer and navigator. "It's essential for boat and crew safety that submariners be qualified on every system."

Every enlisted man and officer who reports aboard as a "non-qual"—an unqualified submariner—has to go through the qualification training program. Qualified submariners reporting to another class boat go through a requalification program.

Tang's regimen required each enlisted trainee in the 36-week program to obtain a signature a week from a qualification petty officer. Crewmen who fell behind found their liberty delayed continuously until they brought their qual cards up to date.

"There are 27 systems on board *Tang* a sailor must know and every four to five weeks in the program, he obtains a review signature in the general area he's studying from a chief petty officer," said LCDR Hillerman. "Once a sailor has all the systems signed off, he then goes before a qualification board composed of an officer and three qualified enlisted personnel where he demonstrates his knowledge of the ship and answers their questions before he will be certified."

"A sailor not only learns how to operate the boat both mechanically and mentally," said CDR Hekel, "he also learns to get along on the boat and accept responsibility."

The officers' program requires a year of training with their qualification board convened by the squadron commander. In addition to learning the boat's systems, an officer must qualify as diving officer, officer of the deck surfaced and submerged, engineering duty officer, and command duty officer along with demonstrating a knowledge of general submarine operations and tactics.

"It's a lot of hard work, trying to run a department and qualify at the same time," said Ensign Paul S. Schmitt, *Tang*'s weapons officer and last qualifying officer. "But it's a good feeling once it's done to be able to say, 'Hey, I qualified on a diesel submarine.' "

Whether officer or enlisted, the feeling of pride clearly shows on each man's face when the skipper pins on the dolphins.

In one case aboard *Tang,* the dolphins were third generation. When Mess Specialist Billy Joe "B.J." Cassio received his dolphins during a ceremony on *Tang*'s mess deck 300 feet below the surface, it was in keeping with a family tradition.

Cassio is the third family member on his mother's side to earn dolphins and wear handed-down dolphins. Besides keeping the dolphins in the family, the 22-year-old cook was the second family member to serve on and qualify on *Tang* before its decommissioning in February.

"Before I knew what was going on," said Petty Officer Cassio, "the captain was reading a letter from my uncle (retired Lieutenant James S. McDonald), recalling his qualification and presentation of the dolphins on *Tang* as an enlisted man and later as an officer. I turned 15 shades of purple but it was great.

"These dolphins really mean a lot and it's probably one of the biggest things to happen in my life."

Bearings

They're Buttoning-up in Newport

The Naval Education and Training Center (NETC) in Newport, R.I., doesn't claim to possess a secret formula for saving energy. Yet, since 1975, NETC Newport has achieved an enviable 31 percent reduction in energy consumption. They've saved year after year while other places in the country reported increase after increase in energy use.

The answer to NETC's success is simple. The public works department and other folks there waged an all-out war against wasteful energy habits and inefficient systems. "Save Energy" has become more than just a slogan at Newport, and dollar-saving/energy-saving results bear this out.

Consider NETC's boiler tune-up program at its power plants. Measurable losses of heat and pressure have been effectively reduced by a stepped-up preventive maintenance and inspection schedule that keeps mechanical equipment and boiler systems operating at maximum efficiency.

The command uses gas-saving, compact cars to save fuel, and also employs an engine analyzer to keep them and other command vehicles running at peak performance.

It has reduced the number of vehicles on the road by providing radio-dispatched taxis, usually a van and station wagon, which serve some 100 patrons daily.

By using fluorescent lights in place of incandescent bulbs indoors, and installing sodium vapor lights outdoors, NETC has gained more lighting with lower energy cost. Throughout the command, stickers have been attached to light switch plates urging that lights be turned off when not needed. Other signs and posters remind users to conserve water and heat. About 50 "energy monitors" keep a watchful eye on the progress of this energy-saving campaign.

The command estimates that it will actually save about $40,000 through the relocation of its supply comptroller operations and consolidated civilian personnel office from three buildings into two. Demolishing some old wooden structures, while adding insulation, storm windows and temperature control devices in some three dozen other buildings may yield another $163,000 per year in energy savings.

The recent installation of an automated utilities management system (AUMS) provides computer-controlled monitoring and regulation of steam valves, dampers, heating ventilation and air conditioning systems in buildings throughout the command.

A profitable energy recycling system began when NETC started using 25,000-gallon "donut" tanks to collect waste oil from the bilges of destroyers and minesweepers homeported in Newport, as well as contaminated fuel and oil from other ships, aircraft, and even road vehicles. When one of the tanks is filled, it is stored for about a year to permit sediment to collect on the bottom. Reusable fuel left floating on top is then skimmed off for burning at the power plants.

Newport's command-wide attack on the energy crisis has not been the business of only a few—it's been everybody's business, and everyone at NETC Newport is doing a good job at making it a profitable one. *—by Frank Pritchard*







Reservists Aid AIMD

Two weekends a month, about 80 selected air reservists—all avionics specialists—of Detachment 184 from Naval Air Station Brooklyn, N.Y., board a military transport for Norfolk Naval Air Station in Virginia.

They arrive on Friday, remain two days and then return home Sunday night. Their stay in Norfolk is all part of a new program to help the Atlantic Fleet Naval Air Force (COMNAVAIRLANT) cut down the backlog of repair work on aircraft in the Atlantic Fleet.



When the Brooklyn reservists arrive, they're joined by Norfolk-based reservists from Detachment 2186. Together, these units take charge of Norfolk's Aircraft Intermediate Maintenance Department (AIMD).

"The augmentation program enables the AIMD to operate seven days a week," said Naval Reserve officer Captain Dick Young, one of the program's planners. "It increases productivity, and, at the same time, provides valuable training for the reservists."

"The Norfolk-based unit has been doing this work for some time," said Lieutenant Commander Dewey Barnes of COMNAVAIRLANT, "but most reservists come from Brooklyn."

When an aircraft part requires repair beyond a squadron's capability, it becomes a job for AIMD. Each AIMD, like the one in Norfolk, stocks some $33 million worth of aircraft repair and test equipment. The reserves accomplish everything from testing an electrical system to completely overhauling an aircraft engine.

"The most economical way of meeting our manpower requirements, particularly with respect to quality, is to make better use of our reserve forces," said Commander Naval Air Force, Atlantic, Vice Admiral G.E.R. Kinnear II. "I'm a big believer in the Naval Reserves as a source of talent both in war and peacetime.

"Frequently there is a lack of appreciation on the part of the Regular Navy as to how much talent is out there in the reserves, and how much help we can get if we'd only avail ourselves of it. That's what we're doing here."

Captain Young added: "If the reserves can receive better training and at the same time assist in improving the operational readiness of fleet aircraft, this demonstrates the 'One-Navy' concept."

—by LCDR T.R. Hegele
—Photos by JO3 Chris A. Durney

Want to be a Blue Angel?

The Blue Angels, the Navy Flight Demonstration Squadron, will select three pilots (one to be a representative of the Marine Corps) and a naval flight officer (1320) for the 1981 team. Final selections will be made in September 1980, but interested officers should submit applications as soon as possible.

Applicants should be tactical jet pilots or naval flight officers with 1,500 hours flight time, and going to or already on shore duty. Letters of application, endorsed by the applicant's commanding officer, should be forwarded to the Navy Flight Demonstration Squadron with a copy to the Chief of Naval Air Training and Commander, Naval Personnel (CNMPC) or Commandant of the Marine Corps. Letters of application should specifically include experience and qualifications.

Questions regarding application or comments concerning the mission of the Blue Angels can be addressed to: Commanding Officer, Navy Flight Demonstration Squadron, Naval Air Station Pensacola, Fla., 32508 (AUTOVON: 922-2583; comm: (904) 452-2583).

The Blue Angels are also looking for qualified maintenance technicians in the following ratings: aviation machinist's mate, aviation structural mechanic (hydraulics), aviation structural mechanic (structures), aviation electronics technician, aviation electrician's mate and aircrew survival equipmentman.

For qualification and application information refer to the Enlisted Transfer Manual, paragraph 9.23. Additional information and appointments for personal interviews can be obtained from the Blue Angels' maintenance department by phoning AUTOVON: 922-2466 or comm: (904) 452-2466.

Bearings

NRS on Nassau

In time of need, many Navy people turn to the Navy Relief Society for help. Occasionally, there is a delay in obtaining aid, especially when the person is aboard a deployed ship. To avoid these unnecessary delays, Navy Relief is experimenting with placing offices on ships.

Participating in this experiment is USS *Nassau* (LHA 4), whose commanding officer, Captain William A. Kearns Jr., accepted the challenge from the Relief Society's president. Three members from the Norfolk-based ship—Commander Christopher B. Young (CHC), Chief Signalman Luis E. Alderman, and Data Processing Chief Harvey L. Lawson—volunteered for the program and were trained as Navy Relief Society interviewers and counselors.



A space aboard the general purpose amphibious assault ship was designated as the ship's Navy Relief Society office. Now *Nassau* crew members can save precious time by going directly to the shipboard office instead of to the shoreside Hampton Roads Auxiliary.

(l-r) DPC Lawson, CDR Young, CAPT Kearns, Ms. Betty Burton, Executive Director of the Hampton Roads Auxiliary, and SMC Alderman officially open Nassau*'s Navy Relief Society office.*

Kilauea's Visit

Kwajalein Atoll, scene of heavy fighting and the first position in the Pacific (Marshall Islands) to be captured by U.S. troops in WWII, was the setting recently for the peaceful visit of the USS *Kilauea* (AE 26). Even though Japanese bunkers and bomb shelters still stand as grim reminders of the fighting that took place in 1944, Kwajalein's beautiful scenery and coral beaches beckoned *Kilauea*'s crew to make the most of their visit.

While some swam at Coral Sands and Emon beaches, or played softball with local teams, other crew members viewed the atoll from the air. Aboard two CH-46 helicopters on training flights, they had an aerial view of Kwajalein's lagoon. At 655 square miles, it is one of the world's largest.

At Kwajalein's small but efficient "Macy's West," sailors went on a shopping spree, then dined at a plush restaurant. This gave *Kilauea*'s crew a chance to meet some of the Atoll's residents.

Student Loans

The Navy Relief Society has been helping the Navy and Marine Corps take care of their own for more than 75 years. Now the society has a new program to help educate Navy and Marine dependents—the Guaranteed Student Loan (GSL) program. The GSL program will lend more money to more people with less cost to Navy Relief than the society's old interest-free Education Program.

Students requesting loans must be U.S. citizens enrolled (or accepted for enrollment) in a U.S. Office of Education qualified school, and the dependent child (including step-child or legally adopted child) of:

- An active or retired member of the regular Navy or Marine Corps;
- A member of the Navy or Marine Corps Reserves on continuous active duty; or,
- A deceased member of one of the above categories.

Students may borrow up to $2500 a year for full time undergraduate study but the total loan cannot exceed $7500. Additionally, students may borrow up to $5000 a year for graduate or professional schooling but the total of both undergraduate and graduate loans cannot exceed $15,000.

Unlike Navy Relief's current Education Program, which is supported directly from Navy Relief funds, the new loans are made by a New York City bank with the society's sponsorship. Repayment on the new loan begins 10 months following graduation or when the student leaves school. Interest at the rate of seven percent per year starts at the repayment date.

For details, contact the Navy Relief Society at 801 N. Randolph St., Suite 1228, Arlington, Va. 22203. Applications are now available for the fall (1980) semester.



Return Visit to Chinhae

Visit to Chinhae



If you've never visited South Korea, you have missed a real treat. Crew members from USS *Thomas A. Edison* (SSBN 610)—commanded by Commander Donald C. Tarquin—took that opportunity twice—and wouldn't have missed either chance.

During *Edison's* first short visit to Chinhae, a seaport on the southern tip of South Korea, Submarine Sonar Technician Second Class Dean Billigmeyer visited a war orphanage. When he told other crew members about his visit and the plight of the children, they took up a collection to establish the "*Thomas A. Edison* Memorial Scholarship Fund." That in itself called for a return visit.

The second time around, after a 40-day patrol, *Edison* submariners were ready for liberty call. This time,



with three days in Chinhae, they were able to tour the city and become acquainted with some of the friendly local people.

The first day in port, the wives club of the U.S. Naval Forces in Korea provided a tour bus, driver, and two volunteer guides.

First stop was—you guessed it—the orphanage. Throngs of smiling children dressed in brightly colored festival clothes surrounded the sailors as they dispensed cookies baked by Mess Management Specialist Second Class Vernon C. McKinney.

After playing with the children, the submariners continued on with their tour and stopped next at the South Korean Naval Academy. From the deck of a historic turtle boat on display, they watched Korean midshipmen practice Tae-Kwon-Do, a form of self-defense, on the parade ground. They learned a little about the nation's history and the part played by the turtle boats—used in the 16th century by Admiral Yi Sun-shin to lead Koreans to victory over the Japanese and thus winning Korea's independence.

Two-masted, a turtle boat is about 40 feet in length. The bow is carved into a large dragon's head similar to those of the Vikings and oars protrude from both sides. Armed with small cannons, the main deck was covered with a wooden roof to protect gunners from arrows; to discourage boarders, the roof was barbed with spear tips.

Next stop was a Buddhist temple situated high on a hill overlooking the naval academy. It was quite a contrast with the academy where about 1,000 midshipmen had been practicing Tae-Kwon-Do with punching, kicking, and shouting. The temple visit afforded a period of calm reflection for the sailors who carefully walked the pathway of smooth, egg-shaped stones. Walking fast would have caused the stones to slide and disrupt the tranquility of the temple grounds.

The tour ended with a walk through the downtown market where sailors took roll after roll of film of the buyers and sellers at the colorful stalls. For shoppers, it was bargain day with tennis shoes, tote bags, back packs, and climbing boots at affordable prices. Brightly colored Korean sweaters, brass ornaments, jewels, and fine quilts—purchased with holidays in mind—will be found under many American Christmas trees this year.

The following day, Hospital Corpsman First Class John E. Leffert, Fire Control Technician Second Class Louis P. Tompkins, and Billigmeyer returned to the orphanage to paint and make some small but badly needed repairs.

The visit was over all too soon, but the three days in Chinhae provided *Edison* men with a well-deserved respite from life at sea. The stopover—along with word that *Edison* had won Submarine Squadron Fifteen battle and engineering "E" awards—was a boost to their morale. The visit had ended, but the conversation about the good time that was had by all continued well out beyond the sight of Chinhae. The port call was just one example of some of the rewards and pleasures of life in the nuclear-powered Navy.

—Story and photos by RM1(SS) J. Burford Fields
—Photos by FTB2(SS) Louis P. Tompkins




A
DANGER AREA

Sampling the Best of the South Pacific

For most people, the allure of tropical islands is only a fantasy. For 850 Navy men, a dream became reality when three 7th Fleet ships deployed to the South Pacific on a 1979 goodwill cruise.

The task force included the guided missile destroyer USS *Cochrane* (DDG 21), and the guided missile frigates USS *Roark* (FF 1053) and USS *Robert E. Peary* (FF 1073), along with Commodore Robert B. Hoffman, Commander Destroyer Squadron 25, and his staff aboard the flagship *Cochrane.*

Island hopping from Pago Pago in American Samoa to Suva, the capital of the Fiji Islands, the ships carried American good will and friendship to eight South Pacific ports and welcomed more than 21,000 visitors. The cruise, with its opportunities for shopping, sightseeing, and learning local customs, proved that the Navy really is an adventure.

Pearl Harbor, home port for *Cochrane* and *Peary,* was the starting point of the venture. San Diego-based *Roark* joined the two ships at Pearl and they set out on their southern course January 24.

Four days later, the ships crossed the equator and the crews were initiated into the Order of the Shellback. One sailor, Senior Chief Richard D. Rohland, with 29 years of active duty, extended his tour for this cruise just to cross the equator. "I wanted to be able to tell my grandchildren I had crossed the line and became a shellback," he said.

The first port call for *Cochrane* and *Peary* was Pago Pago while *Roark* tied up for two days at Apia, capital of Western Samoa. Every stop was a new adventure with different customs and sights but most sailors thoroughly enjoyed the white sand beaches or exploring the underwater kaleidoscope of a sapphire-blue lagoon. They toured Pago Pago's shops and sampled the fare in local restaurants. Other attractions included an open-air museum and a tramway ride across the harbor to the top of surrounding volcanic mountains.

Peary's last night in port was an unusual treat, with the entire liberty party attending a traditional native feast held in the mountain village of Aolouha. Commander William W. Mathis, *Peary*'s skipper, said, "It was a most memorable occasion and the highlight of our visit."

The voyage continued for *Cochrane* as she moved on to Tonga's capital, Nukualofa. Here, the ship played host to Tonga's crown prince, His Royal Highness Prince Tupouto'a.

For the frigates *Roark* and *Peary,* three-day port calls to Vila, New Hebrides, and Lautoka, Fiji Islands, were a special honor. *Peary* was the first U.S. warship to visit Vila since World War II.

After a brief stop at Rarotonga, Cook Islands, *Peary* went on to Lautoka where crew members were greeted by friendly Fijian people.

Meanwhile in Vila, *Roark* crewmen were welcomed by British, French, and Melanesian residents of the port city of Efate Island. Sailors from *Roark* will long remember one of their favorite haunts, the Beach Hut, a private beach outside Vila where they snorkeled, swam, and relaxed under the shade of coconut trees.

Others found their brand of relaxation cruising along the coastline and visiting coastal islands. At night, it was the disco scene or gourmet dining with choices of French, British, or Chinese cuisine.

In Noumea, New Caledonia, a former French prison colony, *Cochrane* sailors discovered a Polynesian version of the French Riviera with its casinos, cafes, and beaches. Local families invited *Cochrane* sailors into their homes and took them on island tours.

Before heading for New Zealand, the task force stopped at Suva, known as the "hub of the South Pacific." This tropical metropolis with its blend of Fijian, Indian, Chinese, and European cultures is the transshipment point for all South Pacific islands. Suva is a bargain-hunter's paradise and sailors dickered over boar tusk jewelry, wood carvings, tapa cloth, and other native handicrafts. *Roark* Fire Control Technician Second Class Jerry Rollefson summed it up: "The people were friendly and the prices reasonable."

Throughout the cruise, the ships took on sporting challenges from local community police and military teams, competing in slow-pitch softball, volleyball, basketball, and soccer matches.

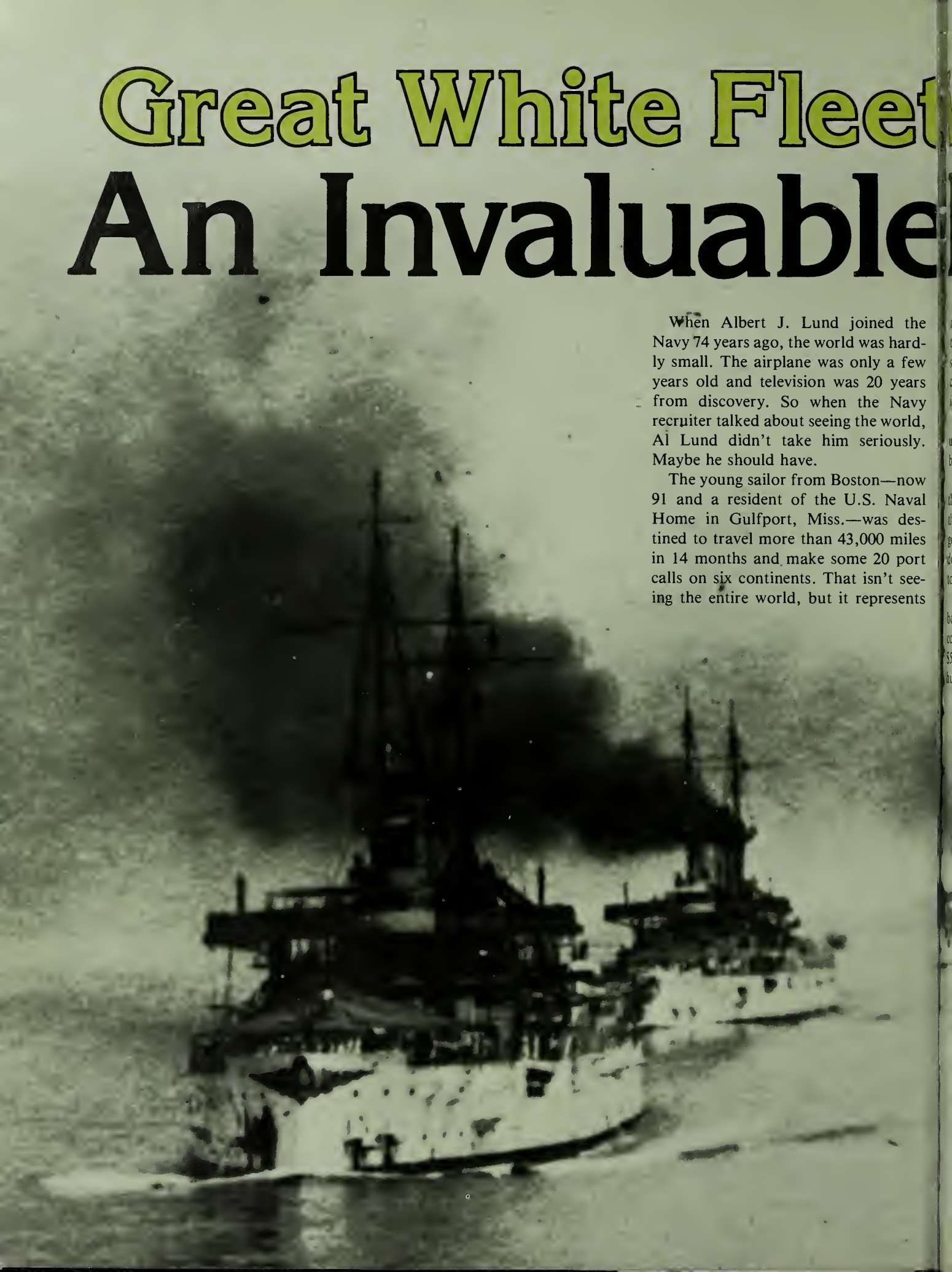
In keeping with their goodwill mission, sailors pitched in on civic work projects and distributed Operation Handclasp donations that included sewing machines, school books, medical supplies, and vegetable seeds.

Speaking for his fellow sailors, Hull Technician Third Class Mitch A. Mercill of *Cochrane* said, "It's been great. Every port we hit, we were greeted by friendly and beautiful people. It's been a real adventure."

—Story by JO1 James R. Giusti

Great White Fleet

An Invaluable



When Albert J. Lund joined the Navy 74 years ago, the world was hardly small. The airplane was only a few years old and television was 20 years from discovery. So when the Navy recruiter talked about seeing the world, Al Lund didn't take him seriously. Maybe he should have.

The young sailor from Boston—now 91 and a resident of the U.S. Naval Home in Gulfport, Miss.—was destined to travel more than 43,000 miles in 14 months and make some 20 port calls on six continents. That isn't seeing the entire world, but it represents

Veteran Experience

an itinerary that would make plenty of today's jet-setters feel like deprived shut-ins. Mr. Lund took his world cruise aboard the battleship *Connecticut,* flagship of the Great White Fleet.

"I wish I were young so I could join up again," he said, relaxing in the lobby of the Naval Home.

"The best uniform in the world was the bluejacket's. I don't like the one they've got out today. They've got to go back to the old one. Anyway, I don't know *how* they fold those things today and put them in lockers."

The first job he had after finishing boot camp in 1906 was that of a mess cook—a job which had an incentive of $5 extra per month. He took care of 20 hungry messmates aboard *Connecticut* —messmates who had a tendency to growl when there were only two pork chops left on the serving tray.

When his mess cooking tour was up he changed jobs.

"I became a coal-heaver with the black gang." The veteran sailor propped his silver-tipped cane against the chair. "We were always covered from head to foot with coal dust; couldn't get away from the stuff."

When the coal-burning Great White Fleet left Hampton Roads in December 1907, the age of sail was already dead. But the age of oil wasn't exactly thriving either. Its use in ships was still experimental. The suggestion that it be used to fuel 16 battleships for a trip around the world was unbelievable at the time.

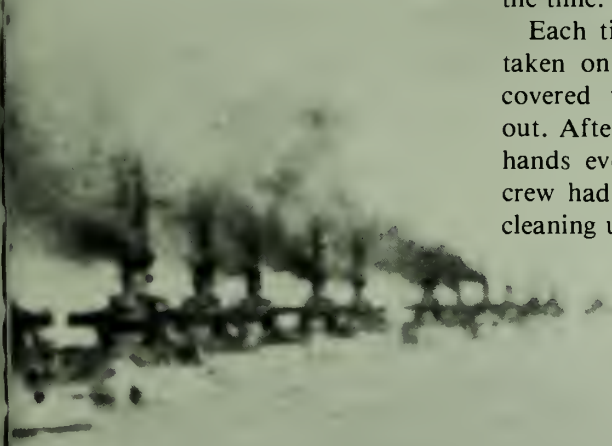
Each time a new load of coal was taken on board, the ships would be covered with coal dust—inside and out. After several days spent in an all hands evolution to "coal ship," the crew had to spend several more days cleaning up the mess that remained. It was a vicious cycle, occurring about every two weeks.

But Lund didn't worry about the deck force and their cleaning chores. Their above-deck world filled with daylight and fresh breezes was foreign to him. Lund's world was filled with "black diamonds" and searing heat: spreading coal evenly in the fireboxes, knocking out clinkers, shoveling coal, and hoisting ashes over the side. Although many fleet commanders of the day believed that "coaling ship" caused more desertions than any other feature of the service, Albert Lund had no regrets about serving with the black gang.

"Oh, sure, it was hard shoveling all that coal, but we made fun of it; thought up games to make the time go faster. Our ship held about 2,000 tons of the stuff. All the deckhands would go down into the collier (coal supply ship) and fill these big bags with about 500 pounds. Then they'd hoist 'em over to us down in the coal bunkers, and we'd spread out the coal with shovels until all the bunkers—about 20 —were full to the top."

Every once in a while, there was a bonus: "Sometimes we'd find a barrel of beer or something in the bunkers after we put out to sea. When we took on supplies, the guys loading thought they'd hide some for themselves in the coal. Well, we usually uncovered it before they came back to claim it. After all, pokin' around in the coal was our business."

It was an important business, one that kept the huge furnaces satisfied in their role of turning water into steam.



Great White Fleet steams in single-line formation during 1907-09 world cruise.

Great White Fleet Veteran

It was the steam that pushed the engines to their task of moving 16,000 tons of ship through strong currents and choppy seas. Lund seemed to wince as he recalled the days of furnace and flame.

"It was hot all right. You bet it was hot. We were down there in that fire room with the ship going across the equator, and no circulating air. We'd be constantly phoning up the officer of the deck, asking him to send us some ventilators down there. And all the time, the air you're breathing is 120 degrees or hotter. Four hours of that stuff was long enough. Four on and eight off. Funny thing is, none of us growled about it. There was a job to do and we did it, that was all."

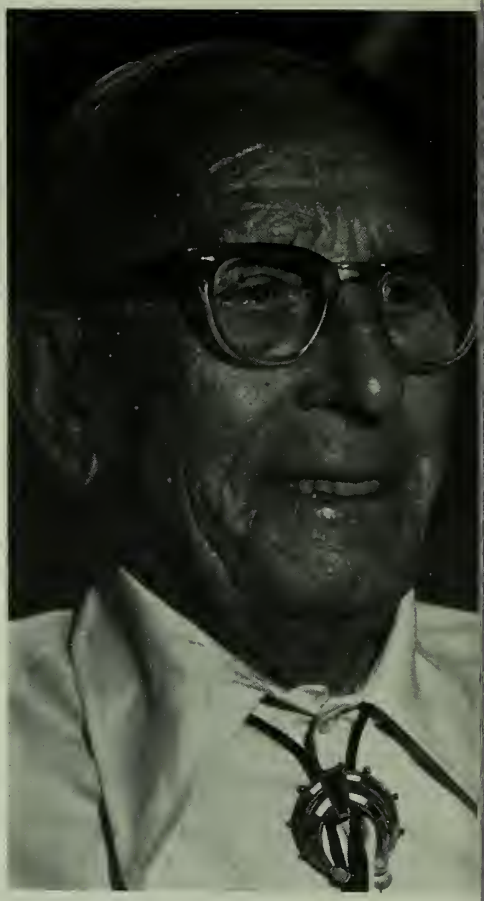
He talks about his voyage around the world with that Great White Fleet.

"You know, our first stop was Port of Spain, Trinidad, and it was one of the most boring places I've ever been in," he said, wiping his glasses. "When we pulled in, there were no people around and almost everything was closed up. Just one building was open that had any beer in it. And by the time we made it to shore, the stuff was hot as hell. Just like drinking boiler water."

One of Lund's shipmates, John Parker, now deceased, summed up Trinidad's entertainment capabilities at that time in a short history he penned of the voyage: "The only amusement there was to look at the flowers and visit the leper colony."

Apparently, Trinidad was one of the low points in the Battle Fleet's itinerary, but better times were in store. For starters, the ships themselves offered many diversions. They carried —all told—24 pianos, 60 phonographs, 300 chess games, 200 decks of cards, handball and billiard equipment, plus nickelodeons and silent movies.

"They were silent, but we had those moving pictures. What was that one



Albert J. Luna, 91, lives at the U.S. Naval Home in Gulfport, Miss. He sailed aboard USS Connecticut, *below. Opposite page: Lund (far left) and fellow "black gangers."*



they showed to us about 50 times?" Mr. Lund pauses for a moment. "Oh, yeah. 'The Perils of Pauline.' It was a series of about 50 films. They might show number nine one day, and then show number 47 the next. But we enjoyed it, anyway; she was always in some kind of fix, getting thrown off cliffs and things like that."

But the biggest event was when the ships competed against each other in the whale boat (oar) races. "That's when the money really changed hands. With two good ships' crews racing against each other, $15,000 worth of bets was nothing. I pulled in one of those boats for three years."

Shoveling coal and pulling oars. Seventy years later, Al Lund moves under his own power—with some help from his cane—defying the law of averages, and keeping his membership in a group that's rapidly becoming extinct. More than 14,000 men sailed on the 1907-09 World Cruise. Less than 50 are alive today.

Following various port calls on the West Coast, the fleet left San Francisco July 7, 1908, for the final 28,800 miles of the voyage. It stopped in Hawaii for six days of luaus with leis, dancing girls, surf-riding and sailing regattas, then turned southward to New Zealand and Australia.

In Sydney, the ships were met by spectators lining the shores "like thousands of wild birds."

En route to Japan, the fleet steamed into the China Sea's worst typhoon in 40 years, almost as though it had been saving up its most terrible weather for something really special, something like the Great White Fleet. Albert Lund's eyes seem to reflect a nostalgic terror, induced by the memory of a furious ocean that did its best to drown 14,000 men.

"The typhoon happened right off Formosa," he said. "They call it Taiwan now." His cane taps rhythmically on the carpet. "I'm telling you, in this typhoon all you could see when a ship was in a trough was the trunk of its mast above the wave tops. That was all you could see of an entire battleship that weighed 16,000 tons or so. Then our turn would come to go into a trough, and we couldn't see anything for a while."

The retired chief warrant officer leans forward: "And something happened during that typhoon that you're just not going to believe. One of the sailors on a ship in our squadron (*Connecticut, Kansas, Louisiana,* and *Vermont*) was picked up and washed overboard by a big wave. Then that same wave carried him over to another ship in another squadron, and it threw him back up on the deck."

Lund and his companions survived the typhoon, but weren't exactly relaxed as they moved into Tokyo Bay toward Yokohama. Japan's naval defeat of Russia three years earlier had decimated Nicholas II's fleet. This striking victory over a supposed world power caused rumor to blossom in political and diplomatic circles. There was talk that Japanese agents might try to sabotage the Battle Fleet, or that the



Great White Fleet Veteran

Emperor would attempt some kind of ambush at sea with his naval forces.

Concerning his feelings about a possible Japanese attack on President Roosevelt's "white messengers of peace," Mr. Lund summed them up: "That was nothin' but a lot of hooey."

Rear Admiral Charles S. "Speedy" Sperry, however, discredited the "hooey" and called his fleet to battle stations when three unidentified cruisers broke through the surrounding mist in Tokyo Bay.

For nothing.

The cruisers were part of an escort sent out by the Emperor to welcome the Americans. Confrontation with Japan was still a whole generation off. The country's hospitality toward the bluejackets was impeccable.

"After Japan," Mr. Lund continued, "we went back to Manila for some target practice. We took about a month, and got all kinds of mail there. I remember this one fellow we had on board who couldn't read. So when he got his letters, he'd have someone else read his mail for him. And he'd make whoever was doing it stick cotton in his ears, so he wouldn't be able to hear what he was reading." Lund's deadpan erupts into laughter. "Thought he could keep his privacy that way," he said between laughs. "I'll tell you something—he was a real dumb guy."

When Manila moved into the past tense in the ship's log, homecoming was in the wind. It was the same wind that whipped the coal smoke back from the ships' stacks in long, straight lines as they moved across the Red Sea on New Year's Day of 1909. The Suez Canal was dead ahead.

One gets a compact description of this famed waterway from John Parker's narrative: "Our next stop was through the Suez Canal where we coaled the ship (at Port Said, Egypt). The Suez Canal is merely a large ditch dug through the sand. The ship ran aground about every couple of blocks. Does not resemble the Panama Canal." Cost of passage: $134,751.32.

"That's when we got word of the earthquake in Messina, Sicily," said Al Lund. "After coaling up, we went there full speed, and everything in the city was knocked down. We were looking for the American consul's daughter." He paused. "But we never found her."

Teddy Roosevelt was in the final two weeks of his presidency when the fleet returned on a dull day in February. Albert Lund remembers it well.

"We hit Hampton Roads on Washington's Birthday and it was raining. But by golly, we celebrated with

Below, fleet officers pose in Tokyo. Opposite page: Lund (third from left) jokes with rowing team friends; battleships pull into San Francisco harbor May 6, 1908.





hardtack and sow belly dinner that day. Later, all the deckhands had to go to Washington and parade in the snow for Howard Taft. He'd just been elected president."

The great adventure was ended. Al Lund and his black gang would split up, going on to more ships and voyages. But none would ever match this round-the-world cruise with all expenses paid.

Mr. Lund rose slowly to his feet and leaned on his cane. The silver tip is hidden beneath his hand—a hand that heaved coal for a Navy which is no more.

He said this about the voyage: "We just wanted to let the world know we were prepared for anything they wanted to kick up. Show the world what we could do. We had a fleet, which was more than most of the other countries had; it was the biggest fleet of battleships ever assembled."

The veteran sailor walked halfway across the room, and suddenly stopped. Something else was on his mind.

"You see, Congress thought Roosevelt was crazy. They didn't think our ships could go out and travel to another port without breaking down." He raised his cane into the air and aimed it vaguely at a color TV set in the room. It had a sign taped to the screen: out of order. "Why, we never had a breakdown the whole way around. No accident. No nothing. The only thing was that the *Missouri* lost a gun along the way somewhere, or some damn thing like that.

"A lot of those congressmen had never really seen the ocean—didn't even have an idea as to what it was like." He turned to leave. "Those congressmen didn't know what the hell the ocean was."

But the not-so-young sailor from Boston knows what the ocean is. He'd be hard-pressed to forget.

—Story by JO2 P. M. Callaghan



It's not easy but it's BEST



At BEST, the schedule is not easy. It's reveille at 5 a.m. and lights out at 10 p.m. It's 15 hours of physical training, inspections, classroom lectures, studying and counseling. It's going on with the program day after day for four weeks. But the sailors in BEST (Behavioral Skill Training) admit that the program is giving them a boost toward higher levels of individual accomplishment. It's also giving them a better understanding of themselves.

One seaman said, "I thought at first it was stupid. But now that I've been here a few weeks, I feel that it's going to help me a lot, and probably turn me around."

Another sailor who didn't want to enter the program—"I put a chit in to talk with my captain about not coming"— now says that the program is benefiting him.

Established last year as a means of helping young sailors reach success in their jobs, BEST is administered from the Naval Amphibious Base, Little Creek, Va. As an attempt to curb attrition of first-term enlistees, it is one answer to the Chief of Naval Operation's objective to solve the retention problem.

As Chief of Naval Operations Admiral Thomas B. Hayward said, "The basic way in which we are operating the Navy and motivating our people does not provide the prospect of a properly manned fleet in future years. We are retaining inadequate numbers of seasoned petty officers to provide quality manning today, and the problem will become more severe as the Navy grows over the next several years.

Trainees are physically, as well as mentally, challenged at BEST.



We must take better care of our people."

To put it in even starker terms, about 40 percent of the young men and women entering the sea service today fail to complete their initial enlistment. With BEST, the Navy hopes to identify the first-term enlistees who possess potential and ability and then to give them the help and support they need to develop that potential.

Commander William H. Holbert, commanding officer of the BEST program, said, "By helping one man complete his enlistment, fewer men will have to be recruited, training costs will drop, and personnel stability will improve."

He and other Navy officials contend that marginal performers can be reoriented and taught how to function more effectively in the Navy environment. Without the guidance and reorientation provided by the BEST program, many would probably become attrition statistics.

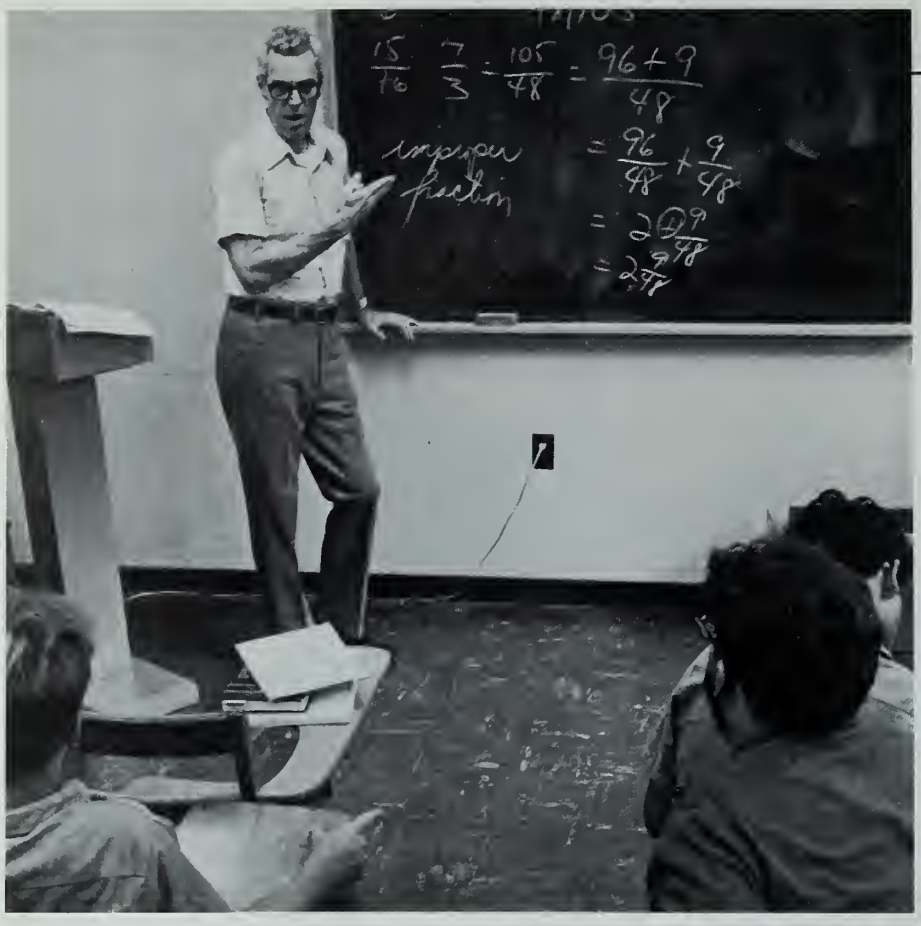
Sailors come to BEST on recommendation of their commanding officers. Eligible candidates must be: first-term enlistees with at least two years of active obligated service remaining; nonrated; have no disciplinary action pending; and have no more than four captain's masts and/or one court martial during the past 12 months. They must have the potential to complete their enlistment, but be unlikely to do so unless helped. The only other requirements are a complete physical examination, a full seabag and a regulation haircut at the beginning of the program.

At BEST, there are no frills or frivolities. Students bring with them only the things they'll need during their four weeks of training. Liberty is granted on an earned system.

Instructors are quick to point out that BEST is not just another dose of boot camp. "They are similar only because both are military," said Chief Aerographer's Mate John C. Tramack, one of the staff members. "But everyone goes through boot camp. The BEST program is directed at individuals already in the Navy, and is concerned with getting them up to an acceptable level of performance."

Military skills and discipline are reenforced daily and individual performance counseling is mandatory every day for all trainees. Additionally, a group session of about 25 students and three or four staff members is held every day. Here, problems encountered throughout the day are discussed. At times the "hot seat" concept is used, where a trainee's peers can apply





BEST

Reading and math instruction (left) help BEST students improve their comprehension skill.

pressure for negative actions observed during the day. The session is used as a forum for all parties. Physical activities such as long-distance running and challenging the obstacle course are also part of the routine as are various work projects around the base.

Not all of the training is centered around counseling and physical activity. Classroom instruction is designed to improve students' feelings of self-worth, to increase their ability to excel in the Navy and to motivate them to further achievement. It includes sessions on effective study techniques, understanding and dealing with stress, developing social relationships, learning to solve problems, decision-making, financial management, alcohol and drug abuse, and many other topics.

Encouragement begun by instructors and counselors continues after the students are graduated. Their semiannual performance evaluations are monitored and questionnaires are sent to the students' officer supervisors at two-, six- and twelve-month intervals following graduation.

"The program respects the dignity of each sailor," CDR Holbert said. "Students do not perform demeaning tasks but accomplish meaningful projects where they can see the results of their efforts. The accomplishment of work projects, completing the obstacle course, and cutting a minute off a long-distance run, can turn an individual around to think of achieving success rather than failure."

In calling for volunteers to staff the BEST program last March, Admiral Harry D. Train II, Commander in Chief, U.S. Atlantic Fleet, emphasized "the specialized nature of this duty requires that the unit be staffed with carefully selected and effectively managed personnel trained in techniques of management and rehabilitation. It requires constant alertness, a high order of imagination, initiative, and personal integrity, and the use of common sense and mature judgement."

According to CDR Holbert, commanding officers recommended their top performers as candidates for staff positions. Those chosen as instructors are dedicated to helping their young shipmates.

The students at BEST also are carefully screened and commanding officers are personally involved in selection. Following a briefing for the CO and key command personnel on board the sailor's unit, the division officer and the individual's leading petty officer participate in interviews with BEST staff members and students before the training and during the last week of training. Crew members in the student's chain of command are encouraged to visit the BEST unit during the course of instruction.

How do the students feel about the program and the instruction? Following are some comments by participants in the first four-week curriculum:

"I feel right now that I have more motivation to do a good job when I return to my ship as a result of completing this program."



"I think it's a well-run program. The instructors really care about us. They're sympathetic and understanding. They're here to help us and that's just what they're doing."

"It's a lot tougher than I thought it would be. I'd heard lots of rumors about it being a boot camp, and I was really upset. I went to my division officer to complain, asking why me? But after the instructors interviewed me and my CO explained the program, I was really looking forward to it."

"My whole attitude toward the Navy has changed. I've learned to cope with harder and more stressful situations. When I get back to my command it's going to be a breeze. I want to show them how I've changed and how well I can perform my job."

"I have only one complaint about this program—liberty. I wasn't restricted when I left my ship, but immediately upon arriving at the school I was placed in a restriction status. Lots of us complained about that."

One staff instructor put it another way.

"We're seeing a reflection of a part of the fleet. When I talked with the first group of students, I realized that I could easily have been one of these guys just a few years ago. I understood their feelings.

"We can't expect 100 percent success. But what we're teaching is individual responsibility. If an individual is mature enough to accept responsibility, we're helping him for the rest of his life—whether he remains in the Navy or gets out."

This acceptance of individual responsibility already shows. Two-month evaluations reflect that 83 graduates thus far are performing average or above average, and only 11 percent of the graduates have had a captain's mast. Before this, 65 percent of them had masts within two months of beginning the BEST Program.

Fifty percent of the graduates have received recognition in the form of a letter (a "Well Done") or an advancement.

Although immediate success is difficult to measure in this or similar programs, the dedication and understanding of staff members, coupled with the students' desire to learn and excel, will help assure the program's continuance and its promise of success. Another important element, however, is the attitude of Navy commands in accepting BEST graduates upon their return to their duty station. The truth is, coming back from BEST with a clean slate means just that—the past is erased; only the future counts.

BEST is only a beginning, but through positive feedback, encouragement and understanding, a BEST graduate can look forward to a better future in terms of individual accomplishment. And that individual accomplishment from one of its own will mean, in the long run, an all hands benefit for the Navy.

—Story by SP5 D. A. Case
and LCDR J. W. Alexander
—Photos by PHC Claude V. Sneed





Morning inspections (above) and running the obstacle course daily (left) help the trainee look and feel his best.

Mail Buoy

Six More Ayes

SIR: As reported in the October issue of *All Hands,* Shore Sailor of the Year, Chief Robert Schamberger, and his wife were touring Yellowstone and Grand Teton National Parks as guests of the Fleet Reserve Association.

During their tour, on the afternoon of Aug. 14, a typical high country thunderstorm suddenly came down heavily, catching us—three Navy retirees and our wives—walking about a mile from camp. Sailor of the Year Schamberger rounded a bend in the road about the same time the downpour started and stopped immediately upon seeing our plight. With very little pleading he convinced us that eight people could fit into his rented compact car.

Back at camp, under shelter, and after introductions, Bob and Carol told us the exciting story of his selection to this high honor. You can be sure there were six more "AYE" votes in his favor.—Charles F. Shallenberger, John Reza, Thomas R. Newton.

Reunions

• *First Naval Construction Battalion*—Reunion April 18-20, 1980, in West DeMoines, Iowa. Contact Charles E. Mischler, 29 Sanford Ave., Emerson, N.J. 07630.

• *Association of Naval Aviation*—May 1, 1980, in Arlington, Va. Contact Bob Smith, 6468 W. 85 Pl. Los Angeles, Calif. 90045; or, Dick Gingrich, 468 E. Baltimore St., Greencastle, Pa. 17225.

• USS *Little* (DD 803)—Reunion May 2-4, 1980, in San Diego, Calif. Contact Doyle E. Kennedy, 13224 Buena Vista St., Poway, Calif. 92064.

• USS *Niblack* (DD 424)—First reunion since World War II, May 9-10, 1980, in Boston, Mass. Contact Charles D. Root Jr., 6601 Wissahickon Ave., Philadelphia, Pa. 19119.

• USS *Biloxi* (CL 80)—Reunion May 15-18, 1980, in Newport, R.I. Contact William Wyrick, 34 Winton Rd., Warehouse Point, Conn. 06088.

• *Marine Corps Aviation*—Reunion May 31, 1980, for aviation or aviation ground officers who served with Marine Air. Contact Mrs. Judy Skinner, MCAF Quantico, Va. 22134.

• USS *Wadleigh* (DD 689)—Reunion June 18-22, 1980, at Louisville, Ky. Contact Elwood East, 107 Cheapside, R-705, Lexington, Ky. 40507.

• USS *Whitehurst* (DE 634)—Reunion June 19-21, 1980, in Norfolk, Va. Contact Jon "Lucky" Shaver, 104 N. Oxalis Dr., Orlando, Fla. 32807.

• USS *Amycus* (ARL 2)—Reunion June 24-26, 1980, in Reno, Nev. Contact Walt Skinner, 1940 Lana Ave., NE #25, Salem, Ore. 97303.

• USS *North Carolina Battleship Assn.*—Reunion June 24-27, 1980, aboard the ship in Wilmington, N.C. Contact Alton H. Starling, 10839 Hampton Rd., Jacksonville, Fla. 32217.

• *Naval Weather Service Assn.*—Reunion June 26-28, 1980, in Jacksonville, Fla. Contact D.A. Cruse, 567 N. Livingston St., Arlington, Va. 22203.

• USS *Frazier* (DD 607)—Proposed reunion—June, 1980. Contact W.R. Lewis, Box 153, Lynden Tribune, Lynden, Wash. 98264.

• *Navy Helicopter Assn.*—Reunion in San Diego, Calif., June, 1980. Contact LCDR G.H. Dawson, P.O. Box 460, Coronado, Calif. 92118.

• USS *Plunkett* (DD 431)—Reunion in Athens, Ga., July 4-5, 1980. Contact Robert W. Cavany, RR #1, Hull, Ga. 30646.

• *773rd Field Artillery Assn.*—Reunion July 8-10, 1980, in Columbus, Ohio. Contact Ed Brook, RD 1, Canisteo, N.Y. 14823.

• *LST* 639—Reunion July 11-12, 1980. Contact Harry R. Sams, 17791 Fifth St., Beloit, Ohio 44609.

• USS *Knapp* (DD 653)—Reunion July 11-13, 1980, in Oakbrook, Ill. Contact Francis Wickenheiser, 1109 Pleasure Rd., Lancaster, Pa. 17601.

• *Aviation Boatswain Mates*—Reunion July 16-19, 1980, in Pensacola, Fla. Contact Harry B. Johnson, 6520 Colonade Circle, Pensacola, Fla. 32506.

• *302nd Seabee Battalion*—Reunion July 17-20, 1980, in Flint, Mich. Contact Benjamin Coaster, 675 Van Buren, Mt. Morris, Mich. 48458.

Fraternal Order UDT/SEALs—Reunion July 18-20, 1980, in Norfolk, Va. Contact R.P. Clark, 3540 Hilber St., Virginia Beach, VA. 23455.

• *Stinger Club, Inc.*—Reunion for crew members and squadron personnel of the USS *Wasp* (CV 7) July 18-20, 1980, in San Diego, Calif. Contact George Greene, 412 N. Green St., Morganton, N.C. 28655.

• USS *George Washington* (SSBN 598)—Reunion July 19, 1980, in Groton, Conn. Contact Al Sitter, 40 Country Club Rd., Groton, Conn. 06340.

• U.S. *Naval Cryptologic Veterans Assn.*—Armed forces personnel who served with cryptologic units. Annual reunion in Eugene, Ore., July 24-26, 1980. Contact Graydon Lewis, 3412 Stark St., Eugene, Ore., 97404, or Executive Director, 3065 Olive St., Denver, Colo. 80207.

• *115th Naval Construction Battalion*—Reunion July 31-Aug. 3, 1980, in Columbus, Ohio. Contact Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203.

• *LST*-607—Reunion, for crew members who served between 1944-46, Aug. 1-3, 1980, in St. Louis, Mo. Contact R.F. Martin, 405 Lindy Blvd., Manchester, Mo. 63011.

• *ABSD No. 1, Inc.*—Reunion Aug. 1-3, 1980, in Cincinnati, Ohio. Contact C.E. Patterson Jr., 10355 Chevy Chase Circle, Houston, Texas 77042.

USS *Norton Sound* (AVM 1)—Reunion Aug. 1-3, 1980, in Port Hueneme, Calif. Contact USS *Norton Sound* Association, P.O. Box 487, Port Hueneme, Calif. 93041.

• USS *Chandeleur* (AV 10)—Reunion in Medford, Ore. on Aug. 7-10, 1980. Contact Mrs. Kenneth E. Boyd, Reunion Secretary, RR #4, Box 145, Culpeper, Va. 22701.

• USS *James E. Craig* (DE 201)—Reunion Aug. 8-10, 1980, in Providence, R.I. Contact Abbie Ise, 83 Sherwood St., Providence, R.I. 02908.

• USS *Wyman* (DE 38)—Reunion in Milwaukee, Wis., Aug. 12-13, 1980. Contact Carl and Harriet Forkes, Rt. 1, Bester, Wis. 54893.

• USS *Medusa* (AR 1)—Reunion Aug. 17, 1980, in San Diego, Calif. Contact Granvil H. Jones, 3780 Leland St., San Diego, Calif. 92106.

• U.S. *Submarine Veterans of WW II*—Reunion Aug. 17-23, 1980, in St. Louis, Mo. Contact Earl Pace, Box 388, Shelby, Ind. 46377; or, John Larrin, 4060 Belcroft, Florissant, Mo. 63034.

• USS *Seahorse* (SS 304)—Reunion Aug. 20, 1980, in St. Louis, Mo. Contact Paul E. Alexander Sr., 4748 Donovan Dr., Carmichael, Calif. 95608.

• *PT Boat Squadrons*—Reunion Aug. 28-Sept. 1, 1980, in St. Louis, Mo. for all crews and officers connected with PT boats. Contact P.T. Boats, Inc., P.O. Box 109, Memphis, Tenn. 38101.

• USS *Little Rock* (CG 4/CL 92)—Reunion Aug. 29-31, 1980, in Buffalo, N.Y. Contact Al W. Kruedelbach, 8412 Jericho Way, Plain City, Ohio 43064.

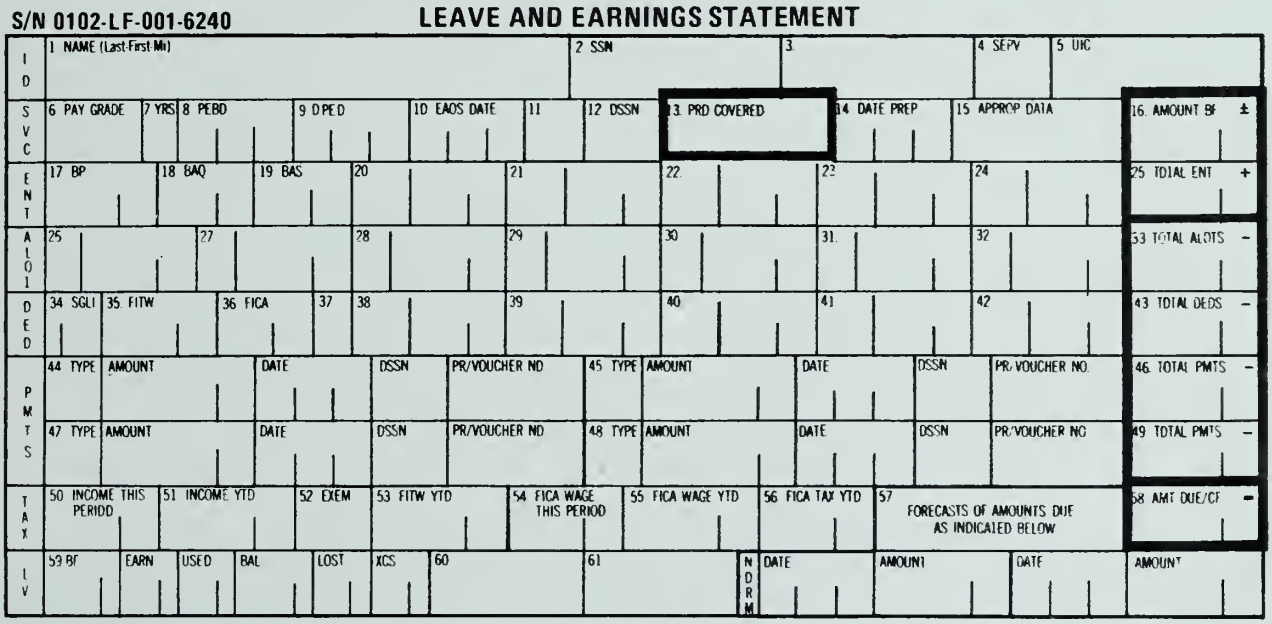
• USS *Elizabeth C. Stanton* (P 69) and USS *Clay* (APA 39)—Reunion Aug. 29-Sept. 1, 1980, in Knoxville, Tenn. Contact Ralph F. Brigmman, Rt #3, Box 533, Hamlet, N.C. 28345.

• USS *Rockwall* (APA 230)—Reunion for crew members. Contact Donald J. Kusnir, 2140 S. Military Trail, West Palm Beach, Fla. 33406.

• USS *Enterprise* (CV 6)—For information on geographical locations for reunions, contact Ed Doss, 1606 28th St. S.E., Auburn, Wash. 98002.

Stern Shots

How well do you know your Leave and Earnings Statement (LES)? Since the Navy went to Joint Uniform Military System (JUMPS), the monthly LES proves to be a storehouse of information on a sailor's career and monthly pay. See how well you understand your LES—after all, it's your money.



1. Block 10	_____	A. Sailor's name
2. Block 17	_____	B. EAOS (Expiration Active Obligated Service)
3. Block 20	_____	C. Pay grade
4. Block 26	_____	D. Clothing allowance
5. Block 34	_____	E. Basic Pay
6. Block 53	_____	F. SGLI (Servicemen's Group Life Insurance premium)
7. Block 57	_____	G. Allotment
8. Block 6	_____	H. Federal income tax withheld to date
9. Block 1	_____	I. Next payday forecast

Answers: 1-B; 2-E; 3-D; 4-G; 5-F; 6-H; 7-I; 8-C; 9-A

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Finding the Right Career • See page 16

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ALL HANDS

MAY 1980



MAY 15

in this issue:

Naval Air's Evolution



FOUR OF A KIND—Showing off their quadruplets born March 13 at Tripler Army Medical Center in Hawaii are Cryptologic Technician (Interpretive) First Class Robert Thomas and wife, Gail. The infants, David Kent, Ian Edward, Janan Carina and Christa Raina, are believed to be the first quadruplets born in Hawaii since 1930. Photo by JO2 Jim Bryant.

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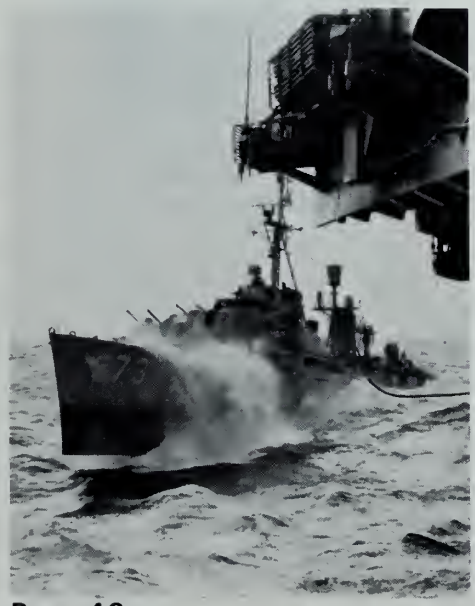
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MAY 5 1980
U.S. DEPOSITORY

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MAY 1980 NUMBER 760

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Chief of Information: RADM David M. Cooney
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Director, NIRA Print Media Div: LT Christine A. Zebrowski

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Currents

White Plains on Extended Duty



For the second time during the current Indian Ocean contingency the combat stores ship USS *White Plains* (AFS 4) has returned for extended duty, providing logistics support to the two carrier task groups operating in the Arabian Sea. USS *White Plains*, known throughout the Western Pacific as the "Orient Express," returned in mid-March with tons of supplies bound for USS *Nimitz* (CVN 68) and USS *Coral Sea* (CV 43) task groups operating in the Arabian Sea. While commanding the task group, Rear Admiral W. A. Gureck visited USS *White Plains* to observe recent replenishment operations and commended the crew on its performance. "From where we are, the Orient Express has done an excellent job all the way around; everyone is impressed with your evolutions over here and with your quick response." Receiving sailing orders on Thanksgiving Day, *White Plains* left her Yokosuka, Japan, home port on Nov. 26 and entered the Indian Ocean in early December where she commenced replenishment operations to the two task groups which were led, at that time, by USS *Midway* (CV 41) and USS *Kitty Hawk* (CV 63). During that three-month period, the 400-man crew, which includes Helicopter Support Squadron Three (Detachment 1060), transferred more than 2,100 tons of supplies and transferred 600 personnel between ships of the two task groups.

Turn It Down, Turn It Off, Walk

Commands that put 10,000 miles on assigned government-owned and leased vehicles during March-April 1979 are going to have to get by with 9,000 miles during those months of 1980. That and other directions are in ALNAV 026/80 on reduction of energy consumption. "The seriousness of the energy problem coupled with its long-term nature demands the best and most innovative solutions," the message says. The problem is, the best and most innovative answers haven't been forthcoming in enough cases. A presidential directive last year ordered a 5 percent cut in Department of Defense facilities energy consumption and gasoline use. For the Navy, this applied specifically to all shore facilities use and administrative uses as measured by motor gasoline consumption. The responses have been a 1.7 percent cut in shore facilities energy use and a reduction of only 0.6 percent in gasoline usage. The latest orders tell commands to examine energy use since April 1979. If they have failed to meet usage reduction goals, they are further directed to take all feasible actions in that direction. All commands have also specifically been ordered to reduce total mileage driven in government-owned or leased vehicles 10 percent during March and April as compared with totals for those months in 1979.

Geothermal Energy to Heat Keflavik Base

The U.S. government has signed a 10-year agreement with the Sudurnes Regional Heating Corporation of Iceland. Under terms of the agreement, the United States will purchase geothermal heat from the company and pay its share of the capital cost necessary to obtain the heat. The heat will come from sources deep under Iceland's surface where volcanic masses heat water which seeps down to them. Wells, drilled down to these heat sources, allow high temperature brine to come to the surface. There, through heat exchangers, it is used to generate steam which already is used throughout much of Iceland for heating during the prolonged winter season. The geothermal heating will save more than 70 million gallons of heating oil during the 10-year contract. At the same time, it will reduce air pollution, save money, bolster the Icelandic economy, and fulfill a country-to-country agreement made in 1974.

Uniform Change Wrap Up



All E-5 male Navy members may now wear the jumper-style uniform on an optional basis. The pullover-style blue utility shirt's life has been extended. White gloves are no longer required for female officers and chiefs when wearing service dress blue. Those and other interim changes to Navy uniform regulations have been announced. The blue jumper-style uniform has previously been authorized for optional wear by E-1-E-4 Navy men and those promoted to E-5. Effective immediately, the option to wear this uniform is extended to all E-5 men. Those Navy members who were on active duty prior to May 1, 1980, will be required to have the new uniform by May 1, 1983. It will be issued to recruits coming aboard on or after May 1, 1980. Other uniform changes include:

— The new white, long sleeve, soft shoulder board shirt is now an optional item for wear by male officers with service dress blue. It is to be worn without the service dress blue blouse in working spaces and adjacent interior areas.

— Use of the pullover-style blue working shirt is extended to Oct. 1, 1980. It had previously been announced for deletion on Oct. 1, 1979.

— New female-sized chambray shirts and denim dungarees, recently introduced for optional wear, are now authorized for wear with the blue working cap, command baseball-style cap, or garrison cap.

— Medical personnel who wear white uniforms throughout the year are now authorized to wear overcoats (officers, CPOs and females E-6 and below), peacoats (E-6 and below), and reefers (officers and CPOs) during winter.

— The blue windbreaker, recently authorized for all Navy personnel with summer blue, winter blue and winter working blue, may now be worn with summer white.

— Safety shoes are required seabag items for all male E-1—E-6 members.

— Black vinyl handbags will replace increasingly costly leather handbags for female personnel. A similar white handbag, for female officers and CPOs, is being developed for use with summer white uniforms.

— NAVOP 038/80 authorizes wear of the jumper-style uniform by male E-5s, while other changes to uniform regulations are announced in OPNAVNOTE 1020 of Feb. 8, 1980.

President Asks for New Physicians Pay Act



President Carter has rejected the Uniformed Services Health Professional Special Pay Act of 1980 (H.R. 5235). In so doing, he called on Congress to reconsider the administration proposal on this issue as soon as possible, telling the Congress, "While I'm compelled to disapprove H.R. 5235, let me emphasize my commitment to alleviate the shortage of physicians in the armed forces." The president asked the Congress to review his proposal to increase selective special and bonus pay to attract and retain military physicians during what was expected to be a temporary period of shortage. The president stated his reasons for vetoing the bill centered on broadening of the original proposal by the Congress, causing what he termed unnecessarily expanded scope and expense. He told members of the Congress, "If we are to check the inflationary pressures that now prevail throughout the economy, we must exercise genuine restraint in federal spending." He specifically pointed out the rejected bill called for permanent versus temporary bonuses, covered medical doctors in other than the armed forces, included personnel in areas not deemed as critical as physicians, and was too expensive.

Rapid Deployment Force Discussed

Deputy Secretary of Defense W. Graham Claytor Jr. told members of the Seapower Subcommittee of the House Committee on Armed Services of three separate proposals for the Rapid Deployment Force Project during testimony on March 5. Secretary Claytor described one proposal as a long-term project contained in the FY 81 budget and five-year plan. This is a major initiative involving new ship construction for the Navy. These ships will be deployed around the world, preloaded with combat stores and equipment, ready to be sailed to trouble spots where they would be met by forces flown in from other locations. These ships—known as PD 214's or T-AKX's—are programmed for procurement through 1986. Noting a need for introducing an immediate rapid response capability, Secretary Claytor next described a near-term answer. He told the congressmen the Navy is proceeding to charter one or two roll-on/roll-off (RO/RO) ships with the intent of establishing a seven-ship prepositioned force afloat at an Indian Ocean anchorage—probably Diego Garcia. The force would be composed of RO/RO ships, break-bulk ships, and tankers—all from existing assets. The proposed force could support a Marine amphibious brigade (10,000 men) and several Air Force fighter squadrons. The secretary said the force could be in place this summer. The third plan Secretary Claytor described involves acquisition of Sea-Land Services container ships known as SL-7's. These ships, capable of steaming at 33 knots, have become uneconomical for commercial operation with prevailing fuel costs. This speed capability is attractive for rapid sealift use, and there are possibilities the ships could be secured on a trade-in plan whereby their present operators would get new construction diesel-powered ships built in U.S. shipyards. Sea-Land currently has eight SL-7 ships. Secretary Claytor summed up his testimony saying maritime prepositioning offers an efficient way to bring heavily-armed units into distant areas around the world on short notice.

Navy Correctional System Stiffened

CNO has directed a series of actions intended to increase the deterrent value of confinement. CNO explains these moves as measures to ensure Navy members understand confinement in a Navy brig entails strict discipline and hard work, and that the purpose of such treatment is to deter misconduct and to rehabilitate errant members for return to the fleet as productive sailors. These actions follow an examination of the corrections system by a study group comprised of OPNAV, JAG and fleet representatives. Recommendations emphasized improving military standards and other moves to improve success rates in returning confined personnel to the fleet as productive sailors. Terminology concerning the confinement facilities and those confined in them will now more accurately reflect the nature of the punishment of confinement. The facilities will again be known by the traditional Navy term—brigs. Those sentenced to confinement will be called prisoners instead of confinees. CNO also directed that prisoners sentenced to confinement at hard labor shall work at least as arduous a work week as that averaged by fleet sailors at sea. More changes may be in the offing too, as CNO Admiral Hayward has recommended to the Secretary of the Navy that the Navy seek authority to terminate the DOD-presented base parole program and to transfer all long-term (over six months) prisoners to federal prisons.

President Signs Bill for Navy Memorial

The president signed a bill on Wednesday, March 5, authorizing the U.S. Navy Memorial Foundation to erect a memorial on public grounds in the Washington area in honor and in commemoration of the men and women who have served the Navy throughout its history. The foundation is working with the Secretary of the Interior on the design and construction of the memorial and selection of the site in Washington, D.C. No public funds will be used in building the memorial. Rear Admiral William Thompson, USN (Retired), foundation president, stated that design competition will commence within two months and construction is planned for late 1981. Former Secretary of the Navy and Foundation Board Chairman, J. William Middendorf II, described the structure as a "living" memorial which will contribute to the enrichment of local citizens and visitors to the nation's capital. Concepts being considered include a water park and an amphitheater to be used by all service bands and other groups of the performing arts. Persons desiring more information on the Navy Memorial Foundation may write: U.S. Navy Memorial Foundation, P.O. Box 332, McLean, Va. 22101.

In Brief . . . .

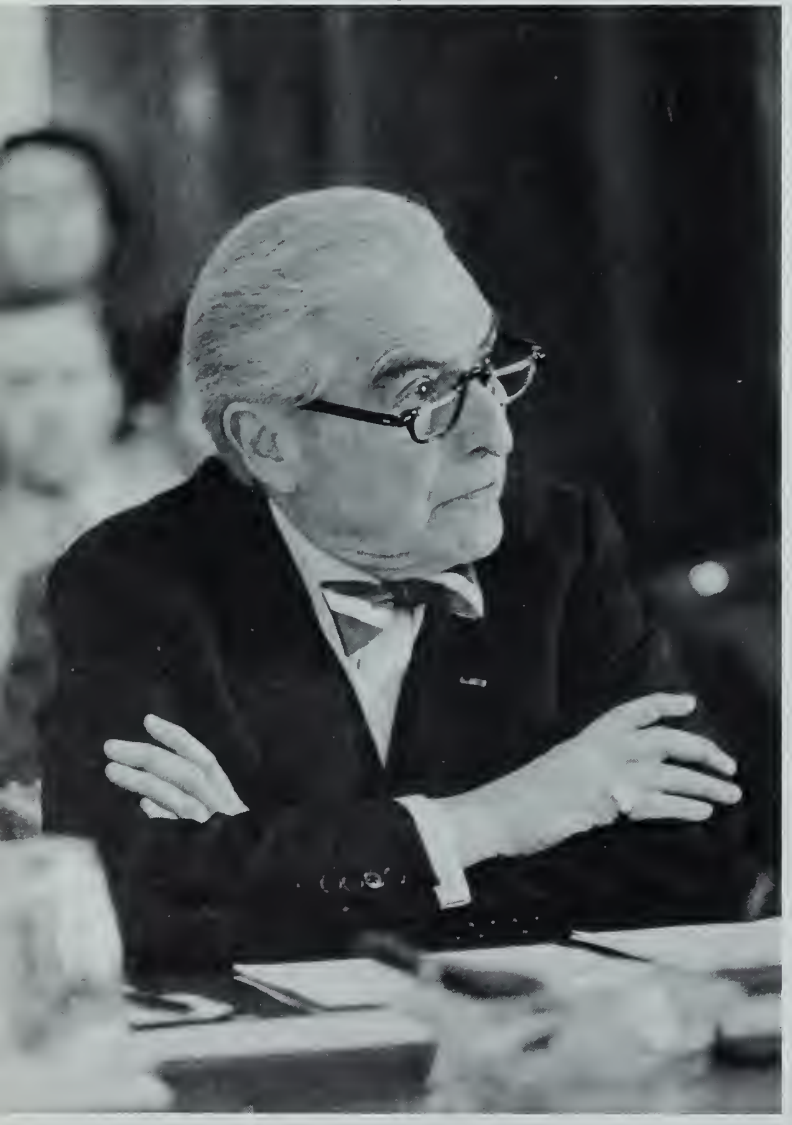
Commissary Shoppers Save. . . .Commissary store shoppers save more than 20 percent compared to prices in the civilian market according to recent surveys. Although figures vary from location to location, commissary shoppers save 31.4 percent on produce, 23.3 percent on meats, and 20 percent on other grocery items.

SecNav on the

"Our personnel problems are immediate and serious," said Secretary Edward Hidalgo in his first posture statement as secretary of the Navy before the Defense Subcommittee of the House Appropriations Committee. "We ask much of our Navy and Marine Corps men and women, and it is clear that we are not compensating or otherwise motivating them sufficiently to sustain their desire to give it."

Along with his view of the Navy's personnel situation in his February presentation, Secretary Hidalgo gave an overview of the fiscal year 1981 budget which he characterized as "reasonably balanced and forward-looking" but which still leaves many vital issues unanswered.

"Our budget, while it may seem large to some, is actually austere," said the secretary.



The proposed budget allows for:

- Increasing the Department of the Navy's margin of maritime and overall defense spending.
- The strongest shipbuilding plan in the last three years.
- Design and production, or upgrade, of "high capability, high technology" systems to combat an increasingly sophisticated enemy.
- Sustaining readiness initiatives and making an "unequivocal commitment" to maintaining U.S. maritime superiority.
- The beginnings of the Rapid Deployment Force.
- Recognizing the necessity of anticipating higher rates of inflation than previously acknowledged.

Overall, the secretary said the budget is "merely the gateway to a very long and difficult road back toward the more assured margin of maritime superiority we enjoyed several years ago."

In addressing the Navy Department's current and future posture, he commented on areas ranging from the complexities of naval force planning to the pace of the Navy's shipbuilding program and its effect on readiness.

Naval Forces

"The situation in the Middle East and South Asia cast in stark relief the great utility of powerful, offensively capable maritime forces," said Secretary Hidalgo. "The Navy and Marine Corps are responding to the crisis with a flexibility and can-do spirit which merits our greatest respect." The secretary said that such forces are of "enormous strategic importance" to the United States.

Calling attention to these current crises, SecNav tied the situation to ship force levels and force planning.

"Even with record high peacetime deployment rates, our Navy and Marine forces worldwide are the most thinly spread within memory." Secretary Hidalgo pointed out that force planning is a continuing concern and that immediate action is required "if we would substantially affect our forces in the year 2000."

He illustrated his point by explaining that if the fleet should be ten percent larger at that time—an increase of about 50 ships—we would have to add three ships each year to our current building plan, continuing through at least 1996.

Missions and programs

"Rapidity of response is a traditional role for the Navy and Marine Corps," said the secretary, supporting the new Rapid Deployment Force concept. He said this new force would require "new ways of doing things" and 14 ships have been included in our shipbuilding plan for this purpose.

State of the Navy

Addressing complementarity between our forces and those of our allies Secretary Hidalgo said greater research, development and production efforts to eliminate duplication and inefficiency will be required. He also said complementarity means the United States must meet the global Soviet challenge while our allies must strengthen capabilities for convoying and securing the seas near their homelands.

"It is our naval forces that will determine the maritime balance between East and West, since it is only the United States Navy that has the ability to fulfill the worldwide, open-ocean responsibilities on which we and our allies so greatly depend," said Secretary Hidalgo.

Fleet strength and readiness

"Our total FY 1981 force will be 544 ships and our total combatant strength, active and reserve, will be 431," said Secretary Hidalgo. "If we continue to build new ships at the rate we are requesting in fiscal years '81 and '82, our total force would, over time, be barely sustained, and our combatant strength would decline from 442 to 285 ships."

Overall, however, SecNav was optimistic about current Navy shipbuilding programs. He credited improved management and the lessons learned in the Ship Procurement Study of July 1978 as the reason our current program remains unencumbered by the kind of major claims that crippled Navy shipbuilding until October 1978.

Secretary Hidalgo wasn't so optimistic about naval aviation. "Our aviation forces are the smallest since before World War II. Yet, present procurement of first-line strike aircraft will barely replace our expected attrition (accident) losses, and for the first time in recent years, it will not replace retirements." The secretary predicted we will close the gap on both attrition and age losses in the strike force only if we fully achieve planned future aircraft acquisitions.

"Even then," he said, "we must continue to live with an inventory, in important segments of our aviation community, that does not support our insufficient forces and an adequate maintenance pipeline."

The secretary expressed concern about Navy Department readiness, saying "this budget sustains most of our earlier initiatives, but introduces no new ones." He said construction plans were falling short of replacing our aging physical plants at an efficient rate, and also noted the Marine Corps had reduced its fighting strength to a near 20-year low in order to underwrite minimal modernization initiatives.

Cost-Saving measures

"We do not intend to be pound-foolish and penny-wise by building ships that cannot meet essential requirements," the secretary said. He outlined three new classes of ships being designed to reduce costs: the DDGX missile destroyer, the FA-SSN submarine, and the FFX antisubmarine frigate.

Other cost-saving measures being taken are continual expansion of the civilian-manned fleet auxiliary force and converting or upgrading every ship and aircraft with sustainable military value instead of replacing them.

Secretary Hidalgo said he had a "strong personal commitment to increased productivity," his interest and intention encompassing the entire Department. "Productivity will be accorded increased priority and attention," he said. "We are seeking to do our best."

Personnel

Recognizing the "extreme urgency of our people-related problems," the secretary expressed "acute concern" for sailors and Marines.

He promised to "vigorously pursue the recruitment of minorities and women and to ensure absolute equality of opportunity and treatment by the Navy and Marine Corps." He said our record with the black community is "not unimpressive but far from complete." Efforts to tap resources of the Hispanic community have been "far from impressive," but he assured the Congress there was "total dedication" to tap this resource. He also mentioned steps being taken to "incorporate the huge talents of women" into the organization.

The secretary stated recruiting, first-term attrition and career retention are "unsatisfactory." Second-term, mid-career retention is the most critical aspect of the whole," he said. "The problem is not new, but it is getting dangerously worse.

"If we do not improve our personnel situation and outlook soon, our force and hardware problems will become increasingly academic. We will be unable to operate and maintain our forces with even minimum effectiveness.

"I wish to be counted as firmly among those who hold that we have no higher priority than provision of adequate compensation for our people. It is a truism that all problems cannot be solved by throwing money at them. This, however, is a problem which cannot be solved without investing significant amounts of money, and soon, to secure our future.

"The United States may well stand at a turning point in history. We must decide now whether we intend to remain the strongest nation in the world or become a nation with more of a past than a future. I believe that we, as a nation, are infinitely more ready now than we have been in many years to face the future realistically and to take the steps necessary to ensure our own security and that of the free world, as our vital national interests may dictate."

(→)

CNO on the

"Our Navy is better today in almost every way than it was a year ago," said Chief of Naval Operations Admiral Thomas B. Hayward during his recent posture statement before the House Appropriations Committee. ADM Hayward related his feelings about the Navy's people, pay, readiness and future.

Readiness, retention and compensation

"Our sailors are being stretched," ADM Hayward said, "by extended deployments which increase time away from home, and by inadequate compensation."

He added, "In order to maintain our Indian Ocean presence during the past year, it has been necessary to extend the deployments of three carrier-battle-groups and supporting ships beyond their already arduous deployment lengths. One of these carriers, USS *Midway* (CV 44) was in home port for only 84 days during calendar 1979.



"We cannot expect our sailors to accept sacrifice as a permanent way of life. We must compensate them adequately — both for their skills and for the unique deprivations that go with service at sea.

"Without wanting to overdramatize the situation, I feel obligated to report that we are approaching the point where we may have no realistic alternative but to consider standing down some ships and aviation units. Unless we can turn around the adverse trends in career retention, we could be confronted with such a decision within the year."

The CNO said the remedy lies in two directions. First, establishing meaningful sea pay recognizing the hardship of service afloat and second, restoring military pay to a level reasonably competitive with the civilian sector. "Sailors don't expect to get rich in the Navy," ADM Hayward said. "But they do expect to receive a reasonable paycheck."

The Navy's future

"The world is becoming a more, not a less, dangerous place for the United States," the admiral said. "Change, surprise, uncertainty and instability are the constraints of the global equation with which we must be adequately prepared to deal in the future. We are being asked to meet the increasing demands with a fleet roughly half the size it was a decade ago.

"Individual unit capabilities have increased, but geography demands numbers as well as capability, and the simple fact is that today we are trying to meet a three ocean requirement with a one-and-a-half ocean Navy."

The CNO told congressmen that investment in the Navy represents a long-term investment in the country's security. "We must take great care in defining the kind of Navy we will need in the future," he said. He then outlined four characteristics the U.S. Navy must possess in order to maintain maritime superiority:

- Global reach.
- Capability to take the offensive to the Soviets.
- Flexibility.
- Sophistication necessary to meet the threat "defined by the Soviets, not by us."

Facing the Soviet challenge

Commenting on the growth of the Soviet Navy, ADM Hayward said, "Where once they were constructing 1,200 ton *Petya* escorts for coastal defense, they are now constructing a wide variety of large, open-ocean, offensively capable cruisers, carriers, logistic support ships, amphibious assault ships, and submarines.

State of the Navy

"With the appearance of each new class of ship and aircraft, the Soviets have improved their operating radius, their staying power, and their war fighting capability." CNO said these new ships give a "clear vision of the Soviet Navy of the '80s, and offer reenforcing evidence of their determination to achieve maritime superiority within the decade."

ADM Hayward, like Secretary Hidalgo in his statement, was optimistic about the current capabilities of our Navy. "Across the board, our capabilities are improving month by month. The average age of the fleet is declining while its quality is being upgraded by the introduction of new systems.

"Our people in the fleet today are of good quality. Their morale is high, despite the pressures under which they labor, and they are proud to be in the front lines of the country's defense. Our people's dedication, professional skill, and enthusiasm for their jobs is certainly one of the strong factors contributing to our qualitative edge over the Soviet Navy."

However, CNO expressed concern about the ability of the current budget and building plan to provide "the kind of Navy which will retain our narrow margin of maritime superiority beyond the mid '80s." He concurred with Secretary Hidalgo's opinion of the necessity of meeting projected ship and aircraft acquisitions if we are to remain superior.

In conclusion, ADM Hayward reiterated the need for improved retention when he said to the Congress "I recognize that retaining our best people must take the form of a joint venture, and solicit your collaboration toward that end so that this country may continue to have the finest Navy on earth. I pledge to you that the Navy will do its utmost."

— By JO2 Bob Rucker
— Photos by Dave Wilson



A Massive Carrier

Carl Vinson (CVN 70)





Four-and-a-half years in the making—58,800 tons of structural steel, a million pounds of aluminum, three million pounds of weld metal and 880 miles of electrical cable became the *Carl Vinson* (CVN 70) on March 15. The launch took place at Newport News Shipbuilding on the James River in Southern Virginia.

The statesman from Georgia, 96-year-old Carl Vinson was present to watch sponsor Molly Snead smash the bottle of champagne against the hull of the nuclear aircraft carrier bearing his name. This is the first time since the 1820s that a Navy ship has been named after a living American—a singular event in itself but just another milestone in the life of the congressman whose career spanned more than 50 years under nine presidents.

The former chairman of the House Armed Services Committee, Carl Vinson put preparedness above everything: "My country and its safety come ahead of any party." A strong proponent of American military aviation, he helped expand naval air to 10,000 planes—at its peak in World War II—with 16,000 pilots, along with the establishment of 20 new air bases. Small wonder, then, that this newest of the Navy's carriers would bear his name.

Also at the launch in Newport News was Secretary of the Navy Edward Hidalgo, Chief of Naval Operations Admiral Thomas B. Hayward, and a former Navy Secretary, Senator John Warner.

The *Carl Vinson* was launched by having its building dry dock flooded with water until the keel lifted off the building blocks in a perfect horizontal plane. Later, it took tugboats about two hours to move the ship from the dry dock to the outfitting pier nearly a half-mile down the river.

Two-thirds complete today, the 1,092-foot carrier is expected to be delivered to the Navy in 1982. Outfitting is considered the most exciting period of the building process because the various areas throughout the ship become functional and are turned over to members of the selected, pre-commissioning crew. Eventually the *Carl Vinson* will become home for more than 6,000 Navymen, complete with everything from a four-and-a-half-acre flight deck to an ice cream parlor.

Everything about the *Carl Vinson* is massive, including the wooden eagle, shield and the letter "V" which adorned the bow during the launch. That symbol alone weighed 250 pounds and took two weeks to build.



Left: The statesman from Georgia, 96-year-old Carl Vinson, thoroughly enjoys the launching ceremonies. Above: Chief of Naval Operations, Admiral Thomas B. Hayward, addresses guests at the Newport News event. Right: Sponsor Molly Snead christens the giant carrier, Carl Vinson *(CVN 70). (Photos by JOC James Jones and PHAN E.G. Nocciolo.)*

Naval Air's Evolution

The Triad Led the Way



Curtiss A-1 *Triad*

Meet Glenn Curtiss, the pioneer designer and builder of airplanes, who is taxiing around San Diego Bay in his new *Triad* amphibian plane. It's Feb. 25, 1911, and there's a keen observer watching from shore as Curtiss successfully lands and takes off both from ground and water.

The observer is Lieutenant Theodore G. Ellyson, destined to become Naval Aviator Number One—the first naval officer to undergo flight training. When the *Triad's* demonstration flight ends, Ellyson is bursting with enthusiasm. He dashes off a letter to Captain Washington I. Chambers, in Washington, who had been given the job of dealing with correspondence on the curious subject of aviation by the Secretary of the Navy.

"...I wish you could have seen the experiments which Curtiss carried out today for I think they are the groundwork for the machine which will be of use to the Navy in the immediate future." Ellyson wasn't wrong on that score.

Civilian aviator Eugene Ely had already landed and taken off in a plane from modified platforms aboard ship. Bonafide aircraft carriers were yet to be built. But with the Navy's request for two Curtiss biplanes on May 8, 1911, naval aviation at least grew some bonafide wings.

Those wings first appeared in the form of amphibians. The A-1 *Triad* was quickly overtaken by improved variations on the seaplane theme. The Curtiss R-6 was the first U.S.-built aircraft to serve overseas with Navy forces in World War I flying antisubmarine patrols. The



NC flying boat

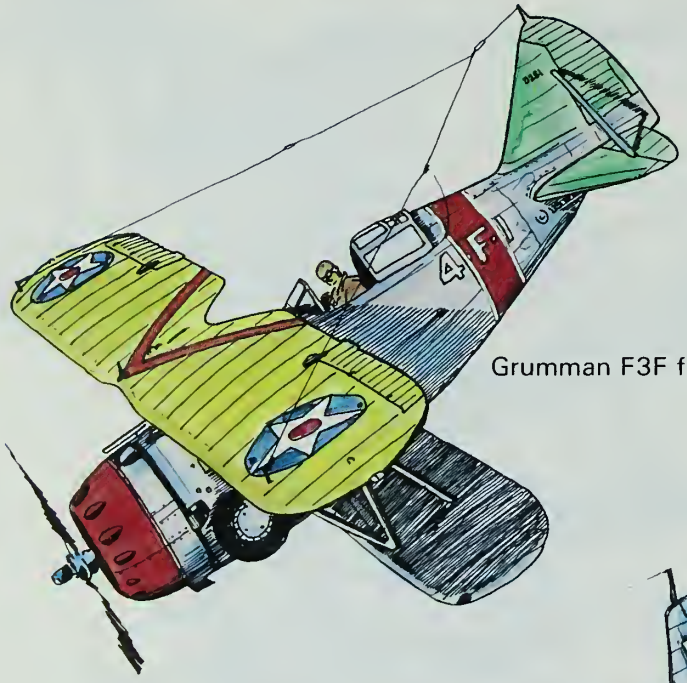
Curtiss R-6 seaplane

Curtiss F-5L flying boat

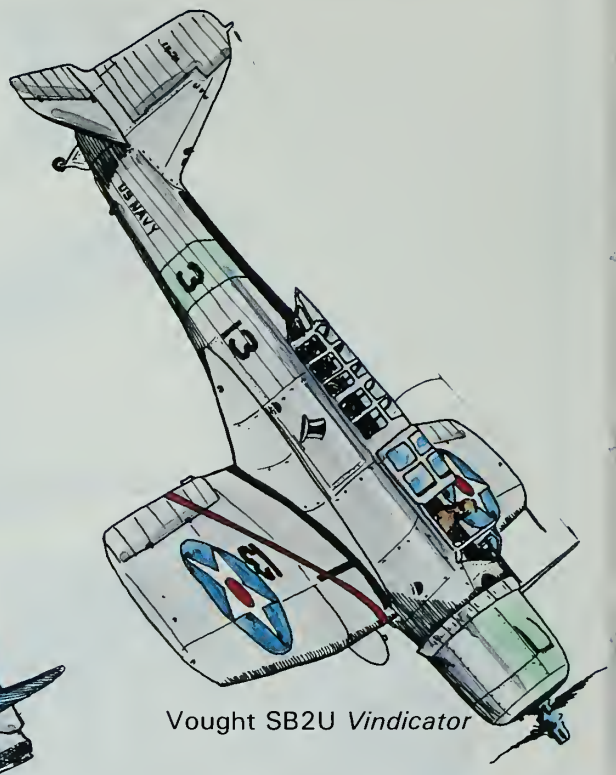
Consolidated P2Y flying boat

Curtiss F8C *Helldiver*

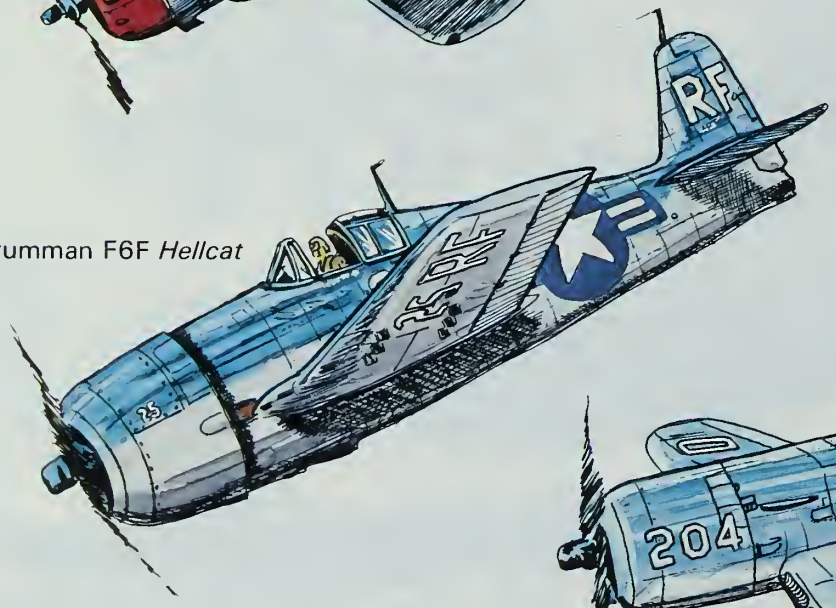
A representative look at Naval Air as illustrated by DM1 Ed Markham



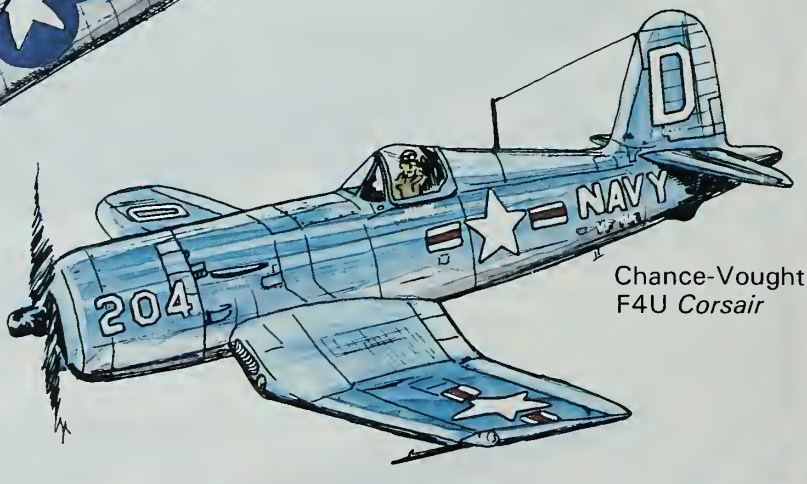
Grumman F3F fighter



Vought SB2U *Vindicator*



Grumman F6F *Hellcat*



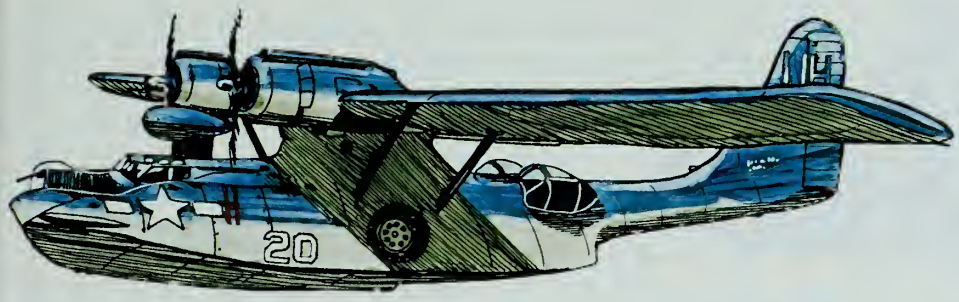
Chance-Vought
F4U *Corsair*



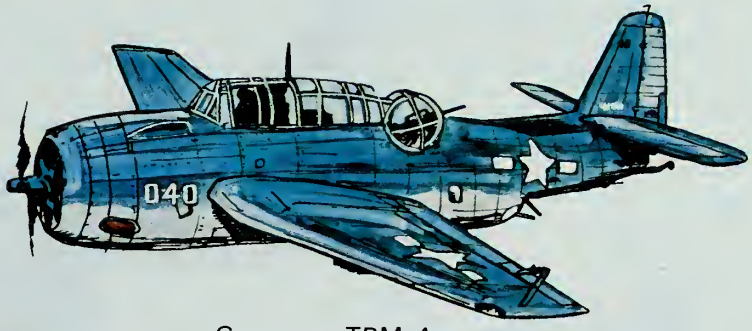
Grumman F9F *Panther*



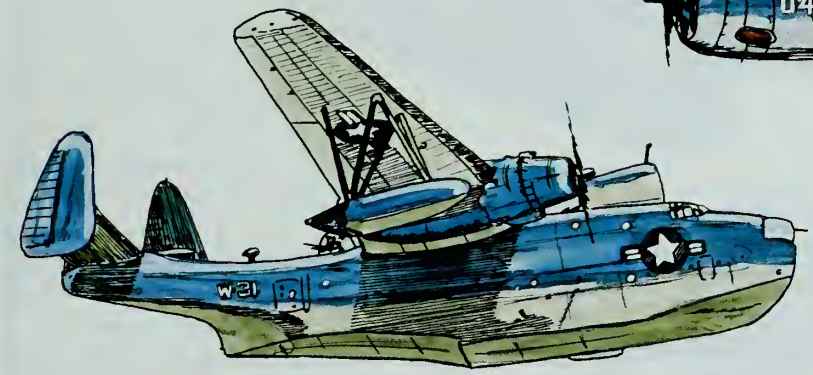
North American FJ *Fury*



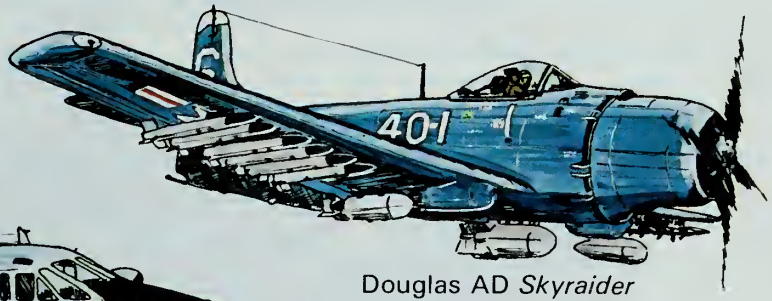
Consolidated PBY *Catalina*



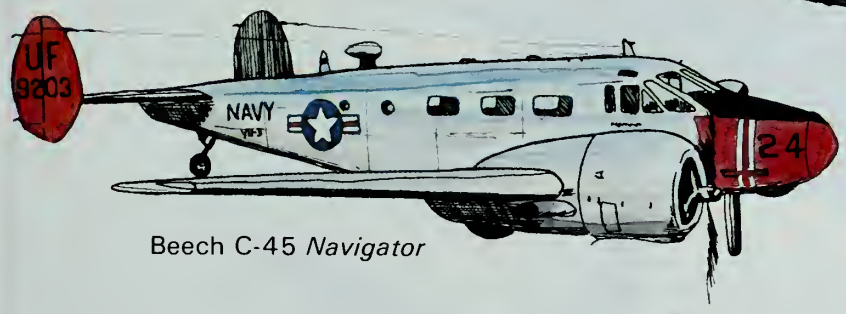
Grumman TBM *Avenger*



Martin PBM *Mariner*



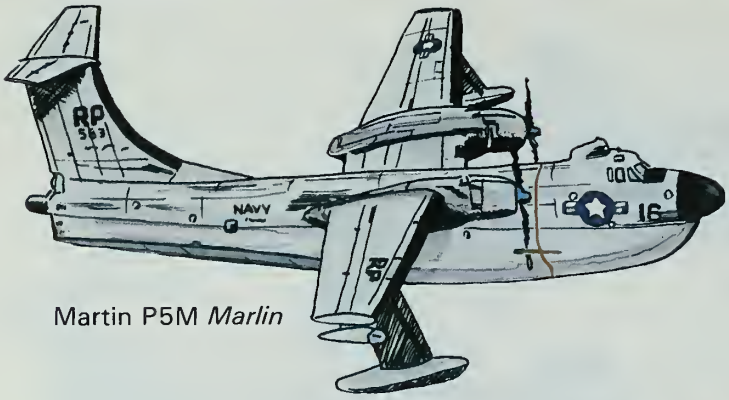
Douglas AD *Skyraider*



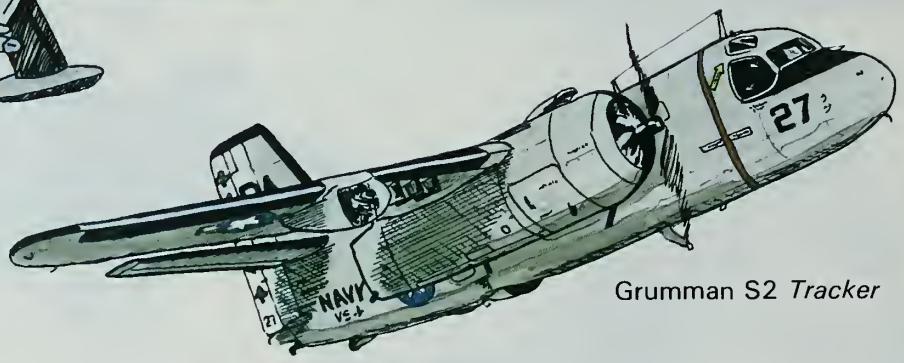
Beech C-45 *Navigator*



Lockheed P2V *Neptune*



Martin P5M *Marlin*



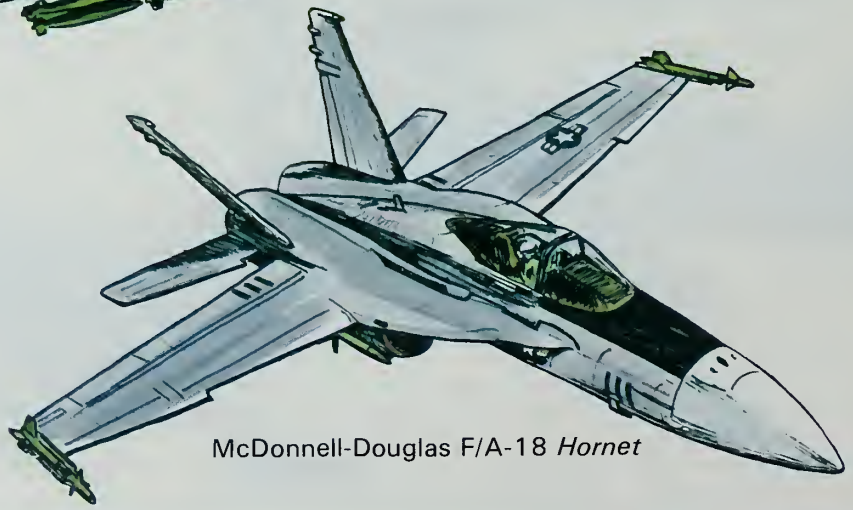
Grumman S2 *Tracker*



Douglas A4 *Skyhawk*



McDonnell F4 *Phantom II*



McDonnell-Douglas F/A-18 *Hornet*

Navy joined with Curtiss in producing the NC Flying Boat in 1918. Its claim to fame was certified May 31, 1919, when NC-4 checked into the harbor at Plymouth, England, completing the first trans-Atlantic crossing by any airplane.

The Consolidated P2Y was a key link in the evolution from biplane to monoplane flying boats. It still had two wings, but the bottom one was quite small, and so the P2Y was christened a "sesquiplane," which isn't much easier than saying "one-and-a-half-plane." Six P2Ys flew nonstop from San Francisco to Pearl Harbor in January 1934. They covered about 2,400 miles in the record time of just under 25 hours. A Japanese officer took note of this achievement and said, "It remains to be seen whether these powers will be used beneficially or destructively." The wait didn't take long; seven years after the P2Y's flight, Pearl Harbor was turned into a massive wreck by airpower.

During World War II, the most familiar Navy seaplane was the Consolidated PBY *Catalina.* More than 3,000 were turned out between 1935-45, and its design had several innovations, including retractable wing floats and a de-icing system.

Rivaling the *Catalina* was Martin's PBM *Mariner.* It served in fewer numbers during the war, but stayed operational much longer than the *Catalina.* The *Mariner's* design featured a deep hull with gull wings, and twin slanted stabilizers—its most striking characteristic. Its direct descendant was the P5M *Marlin,* the last operational flying boat for the Navy from 1952-67.

Gradually, the major thrust of naval aviation shifted from seaplanes to fighter/attack planes that could be based on aircraft carriers. One of these early types was the Curtiss F8C-4 *Helldiver,* used in an all-purpose role including fighting, dive-bombing and observation. It even appeared in the movies when Lieutenant Commander Jerry Brogan's "High Hat" squadron doubled for actors in flight scenes of the movie "Helldivers" (1931).

The Navy's first single-seat fighter to have an enclosed cockpit was delivered in 1936—the Grumman F3F-1—and went into service aboard USS *Ranger* (CV 4) and *Saratoga* (CV 3). It was soon replaced by one of the outstanding naval fighters of World War II, the F4F *Wildcat,* aboard the *Ranger* and USS *Wasp* (CV 7) when Pearl Harbor was attacked, and fought early engagements against Japanese forces at Wake Island and Guadalcanal.

Next in the Grumman line of Navy fighters was the F6F *Hellcat.* It was probably the most significant Navy fighter of the war. Appearing early in 1943 aboard USS Essex (CV 9) and *Yorktown,* (CV 5) it became a standard throughout the Pacific. When the final wartime score was tallied, *Hellcats* were



credited with destroying 5,156 enemy aircraft, nearly 75 percent of the Navy's air-to-air victories.

Along with the *Hellcat,* other carrier-based stalwarts were: Grumman TBM-3 *Avenger,* standard torpedo bomber for the Navy; Douglas SBD *Dauntless,* known by many as "king of the dive-bombers"; Chance-Vought F4U *Corsair,* which had an 11-1 ratio of kills to losses against the Japanese.

The 1950s saw a power transition from propeller to jet. One of the last piston-driven planes of the Navy was Douglas' famous AD *Skyraider.* Used in Korea and more recently in Vietnam, its versatility proved to be long-lived. Developed during World War II, the last *Skyraider* was retired in April 1968.

Meanwhile, jets became more sophisticated. The first jet fighter ever used in combat by the Navy was the F9F *Panther,* a straight-wing model that soon evolved into the sweptwing *Cougar* version. As aviation technology advanced into the space age, capabilities and equipment sophistication of Navy planes skyrocketed. Such advances were plainly demonstrated by the Douglas A4 *Skyhawk* and McDonnell F4 *Phantom II* during the Vietnam era. Both are still operational, along with more recent additions to the fighter/attack family, like the A7 *Corsair II* and F14 *Tomcat.*

Most aircraft produced for the Navy have been in the seaplane or fighter/attack categories. But many other types have been developed to fulfill different missions. Among these, aircraft designed for antisubmarine warfare have played an increasingly important role: Grumman's S2 *Tracker* and C-1 *Tracer,* Lockheed's P2V *Neptune* and P-3 *Orion,* and the Sikorsky SH-3 *Sea King.*

Naval aviation's newest development is unique: a successful attempt to combine fighter and attack capabilities within one aircraft—the F/A-18 *Hornet.* Depending on what external equipment is attached to its fuselage, the F/A-18 will be able to perform either as a fighter or an attack plane, using pilots with the proper training for each role. Carrier-qualified aboard USS *America* (CV 66) last November, the *Hornet* is scheduled to become operational early this decade.

Back again in time we can imagine Glenn Curtiss flying his latest version. The pioneer aviator hears an odd sound behind him, then sees three F/A-18s flash by. As he fights to control his shuddering *Triad,* Glenn Curtiss gawks at the disappearing specks of brightness. Someone certainly knew how to ruin *my* day, he thinks, and wonders about which planet those strange airships might have come from.

—Story by JO2 P.M. Callaghan



Arlington Chaplain

They came expecting to mourn the loss of a loved one in an atmosphere characterized by cut-and-dried, set procedures that a large national cemetery would seem to require.

They discovered, instead, a man and his ministry intent upon making personal care the rule and death a reaffirmation for the living.

He is Commander Dudley C. Hathaway, CHC, USN, the Navy chaplain at Arlington National Cemetery and a man unwilling to accept the notion that funerals are periods solely of grief and mourning. And, as a Navy Protestant chaplain—where he may be expected to conduct up to six funerals a day—he doesn't believe the number of funerals he must deal with daily prohibits a personal ministry.

Rather, Chaplain Hathaway demonstrates that while there is grief at the loss of a loved one, there is also comfort, reassurance and hope for the living. Here is no dour cleric garbed in black, but a man who celebrates life.

In short, Chaplain Hathaway is simply a pastor doing the job he was called to do—albeit a unique job.

"This assignment involves people at a time of great crisis," he said recently in his office in the Post Chapel at Ft. Myer, Va., adjacent to Arlington National Cemetery. "While paying proper respect to the dead, our ministry is primarily to the living—to those who face the heartaches of life and go on living day after day. Hopefully, our ministry aids them to continue living not just somehow, but triumphantly."

The response to his type of ministry is one of his greatest rewards. "By conversations, letters and phone calls, family members reveal their very deep gratitude to the Navy for providing the kind of understanding and care they receive," he said. "That they are definitely remembered as specific individuals for many months after coming to Arlington, and that someone cares and prays for them regularly and frequently, seems to mean more to them than anything else."

To understand why so many feel this way, you have got to understand the particular style of ministry Chaplain Hathaway practices and where he practices.

When Chaplain Hathaway came to Arlington he was confronted with the problem of trying to make his ministry very personal while being involved in as many as 53 funerals a month.

He resolved his dilemma by developing a three-phase ministry that he practices today with great success.

The first phase begins with the chaplain's receipt of the next day's funeral schedule. He receives these notices a maximum of 18 to 24 hours in advance, which doesn't leave him much time.

"I make every effort to contact all next of kin by phone regardless of where they live, in order that I might minister to them in any possible way and learn all that I can to help me in preparing the funeral and burial services," he said.



Facing page: Chaplain Hathaway is confronted with as many as 53 funerals a month, yet he manages to keep his ministry on a very personal plane. Left: Whenever possible, he meets with family members in the chapel's family room and remains with them until they leave the cemetery.

Arlington Chaplain

"Every part of every service is chosen and prepared with the desire and needs of the particular family in mind. This phase of my ministry very frequently involves evenings and weekends because of the short notice of funerals."

The second phase is Chaplain Hathaway's ministry at the cemetery.

"When members of the family are available, I meet with them in the chapel family room, the cemetery administration building, or at the cemetery gate before the chapel or graveside services," he said. "Except when my funeral schedule makes it impossible, I remain with the next of kin until they leave the cemetery. That way, I can bring them whatever support and comfort I can and assure them of my continued prayers."

Those prayers are but part of Chaplain Hathaway's third phase of ministry as practiced at Arlington. It is this third phase that is most time-consuming, yet of greatest satisfaction to both Chaplain Hathaway and the people he serves.

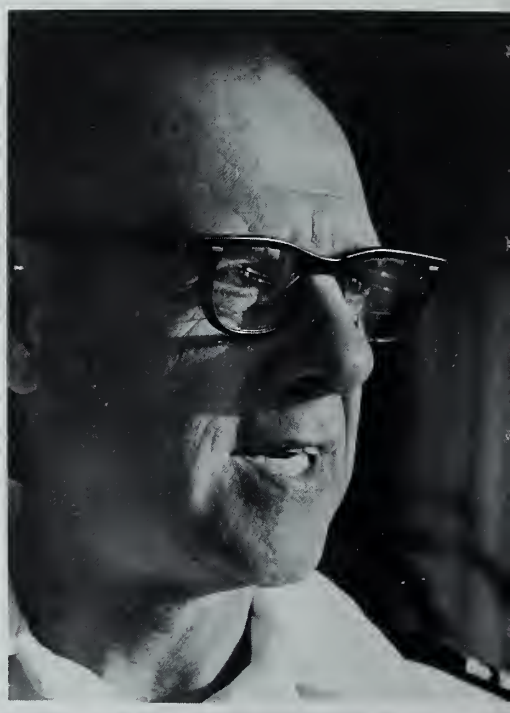
"I put the names of the next of kin and family members on my personal prayer list," he said. "Every day, seven days a week, each of these individuals is remembered by name in prayer for a period of two months. I try to remember and pray for the specific needs that the individuals and families might have.

"Based on comments in letters I have received, my prayers are one of the aspects of my ministry that is most appreciated by the families."

Following every service, he also writes a personal letter to the family and sends along a booklet, "Grief and Mourning" published by the Kentucky Department of Mental Health. "This booklet deals in concise, non-technical language with the basic stages of grief," he said. "One of its greatest values, according to recipients, is that it helps people to realize that it is normal to experience and pass through these stages."

So far, what Chaplain Hathaway does for families with whom he comes in contact is perhaps not much more than what one might expect from a reasonably conscientious minister. Consider, though, what his personal ministry further dictates he do—with relish.

"Within two months following each service, I try to visit in the homes of those families living within 100 miles of Arlington. People act utterly amazed as they open their doors and find the





chaplain from Arlington standing there," he said. "They simply can't believe the chaplain has stopped by to see how they are getting along and to pray with them and to see if there is anything he can do to assist them."

He describes another of his tasks as "a more significant ministry than I realized.

"After the grave marker has been erected (about four months after the burial) I stop by the grave, observe the headstone, spend a few moments praying for the next of kin and family members. I then write a brief letter telling them I have visited the grave, that the headstone is in place and that I have once again remembered them in prayer," he said.

"Also, for those living out of the area, I take an instant-camera picture of the headstone and include it with my letter. When I started doing this, I had some serious questions in my mind as to the wisdom of enclosing the picture.

"However, all my doubts disappeared when I started receiving letters from those who had received the pictures. To the many who live far from the cemetery, receiving the pictures gave them assurance that the final step in the whole burial process had been completed. They were able to check the stone and know that not only was everything completed but it was accurate, bringing them peace of mind regarding the fulfillment of their responsibility to properly bury their dead."

Chaplain Hathaway's final, formal contact with the next of kin comes in a letter to them written on the first anniversary of the burial of their loved one. But formal contact often doesn't end there.

"One thing resulting from this kind of ministry is that next of kin, particularly those living in this area who do not have their own clergyman or local church, begin to look to me in a pastoral relationship. This occurs not only in regard to their bereavement, but even when they have problems not related to their grief," he said. "For instance, I've been asked to visit a family member in the hospital for surgery, intercede with the Internal Revenue Service, counsel family members and pray for various family situations."

As he ministers to the needs of those who come to him at Arlington National Cemetery, he also encounters situations—some tragic, some humorous—that constantly combine to keep him on his toes.

There is no doubt in the minds of those with whom he deals that Chaplain Hathaway is a cleric whose actions are firmly rooted in the beliefs of the Protestant faith. But, if a secular opinion might be allowed, he is doing work compassionate people of all faiths and denominations would endorse and support.

"In the Navy chaplaincy I have found a task more thrilling, challenging and rewarding than I ever dreamed possible," he said. "I am deeply grateful for every assignment I have had, for every day I have been privileged to serve, and for the opportunity to minister to needy humanity."

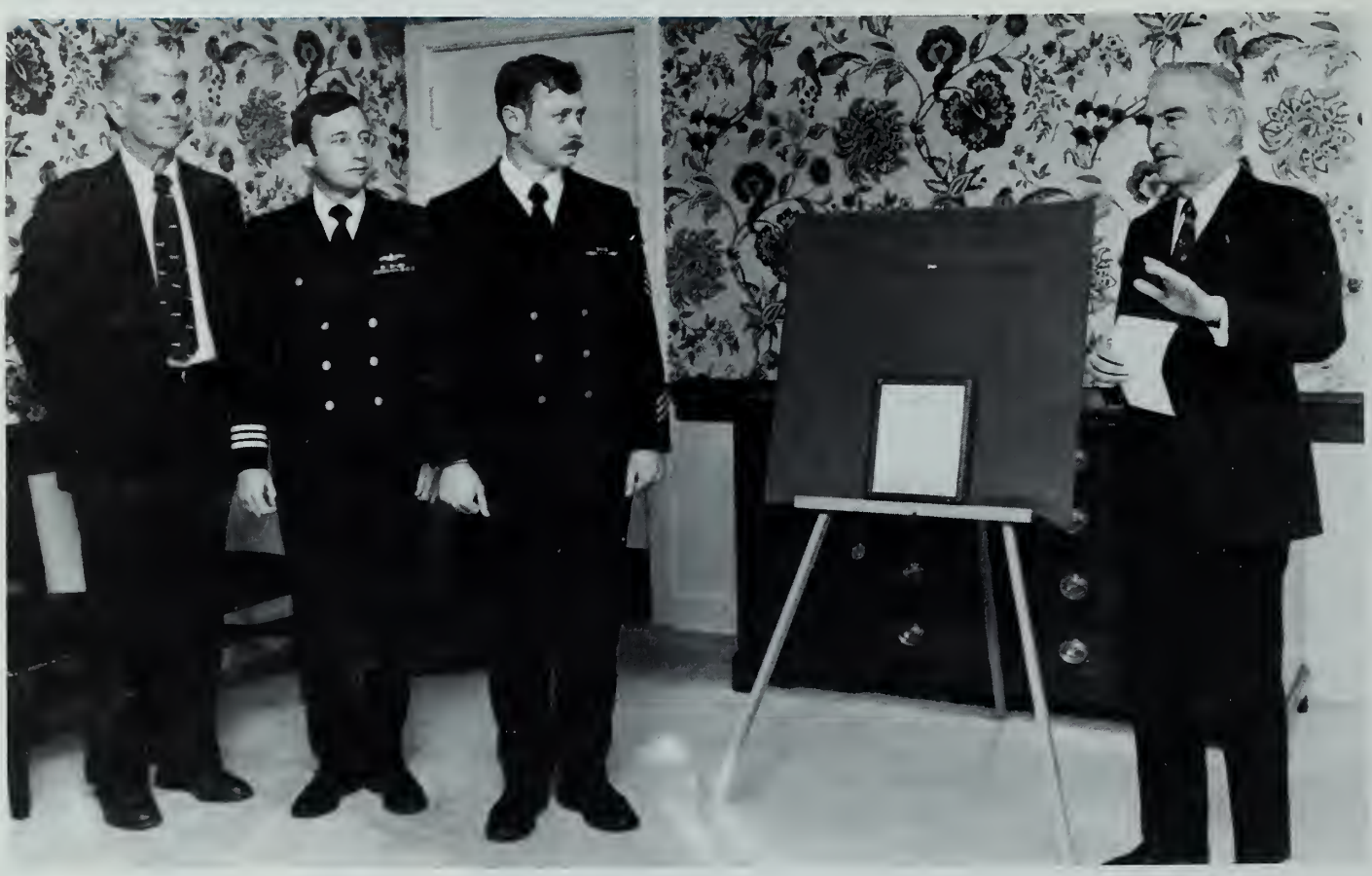
— Story by Jerry Atchison
— Photos by PH1 Jim Preston



Facing page, bottom: For Chaplain Hathaway, there is more to a funeral than the actual burial, as at left, he checks on the grave marker about four months after internment. He usually writes brief letters or visits the family, if they live in the area.

Bearings

VerBurg Wins Award and Promotion



Navy Sonar Technician (Surface) First Class Jeffrey L. VerBurg (third from left) received a 1978 Presidential Management Improvement Award on Feb. 8 from Secretary of the Navy Edward Hidalgo (right). The award—a plaque and personal letter—was presented on behalf of President Carter.

Petty Officer VerBurg's selection was based on his conceiving and developing a tactical towed-array sensor which provided the fleet with an antisubmarine warfare capability seven years before the Navy anticipated its availability, thereby greatly increasing national security.

The system he developed which is a combination of several sonar systems provides positive contact recognition at variable depths and can be used by surface ships traveling at high speeds. VerBurg was one of 11 people, and the only active duty military person, selected by the president to receive this award.

Among those attending the Pentagon ceremony were Representative Jim Lloyd (left) and Commander Thomas J. Colavito, commanding officer of USS *Moinester* (FF 1097). VerBurg is originally from California and is currently stationed aboard USS *Moinester*. In 1978, under the Navy Beneficial Suggestion Program, he was presented with a $5,000 award, from then Secretary of the Navy W. Graham Claytor Jr., for the exceptional value of his adopted suggestion. Following the recent presentation, Secretary Hidalgo announced VerBurg's meritorious promotion to chief petty officer.

Summer Event

If you're Washington bound this summer for a look at the nation's capital and you're seeking an exciting, free evening of entertainment, consider the Naval District Washington's Summer Ceremony.

The event is held each Wednesday at 8:45 p.m. from June 4 through August 27 in the Washington Navy Yard's Admiral Leutze Park.

The evening's events begin with a concert by the United States Navy Band. Following the boatswain's piping aboard of visiting dignitaries, an historical pageant is held; this is followed by a presentation by the Ceremonial Guard and Drill Team.

The yard is located at 9th and M Streets, southeast. Parking and admission are free but reservations are re-

quired. Reservations can be made by telephoning (202) 433-2218 or by writing the yard's Public Affairs Office, Building 200, Washington Navy Yard, Washington, D.C. 20374.

Narrator and producer of this weekly summer pageant is Master Chief Musician Jere Wallace of the United States Navy Band. Master Chief Wallace was recently named Chief of the Band.

Dubuque at Leisure

After a nine-month yard overhaul in Portland, Ore., and an eight-month deployment to the Western Pacific, USS *Dubuque* (LPD 8) was ready for a rest. So were its crew members. And it didn't take long after the amphibious transport dock ship returned to its home port in San Diego for the men to unwind their sea legs in a flurry of land-based recreation.

First to make their mark were the ship's bicyclers, forming their own club and organizing weekend outings. Bikers from the ship were soon pedaling up the coast and into the eastern hills and into the desert of Southern California. Eventually, their biking trail led to the 100-kilometer Mexicali-San Filipi Bicycle Race, where they competed with some 2,000 other cyclists.

Other organized sports cropped up as the home port stay got into full swing: softball, volleyball, racket sports and competitive swimming. Last summer, *Dubuque* swimmers took first place in the Coronado Invitational.



The ship's campers got organized and enjoyed some hiking and fishing in the Big Sur during a port call at Monterey, Calif. Motorcyclists also got into the act, putting their wheels in motion for scenic tours throughout the area.

Relying on their own individual brand of horsepower, the crew's many joggers warmed up on deck for their nightly runs along the shore. Leading the group was Storekeeper Third Class Leon Ranson, who placed second in his class at a recent 50-mile championship run in San Diego.

At a higher level of physical activity, the Commanding Officer Captain Charles Cullen, led a group of *Dubuque* climbers, sharpening their mountaineering skills on nearby Stonewall Mountain.



Indeed, the men aboard the ship demonstrated on a larger scale what was so accurately observed in Dana's "Two Years Before the Mast": "A sailor's liberty is but for a day; yet while it lasts it is perfect."

—by JOSN Greg W. Belmore

Brother Signalmen on Nimitz

Two brothers looked for adventure and found it aboard the nuclear-powered aircraft carrier *USS Nimitz* (CVN 68).

Jim and Mike Edminister of Akron, Ohio were restless students at their city's university. For months, they talked about joining the Navy. Talk became action when they became fellow "boots" at Great Lakes, then classmates at the signalman school in Orlando, Fla.

Both are now second class petty officers on "the best carrier in the fleet," according to Jim. Concerning their jobs as signalmen, brother Mike says, "The most thrilling exercise is when several ships in formation respond to signals from the *Nimitz*, signals I have sent. It's a tremendous sight when a group of ships act as one—turning to a new course, increasing speed, or following whatever instructions we relay."

Travel was the main incentive for the brothers' enlistments, and they've made a point to see and experience as many foreign environments as possible.

Every port he's been in, Jim Edminister liked—but for different reasons. In Israel, the people were incredibly friendly, and the cleanliness of West Germany was such that one could eat off the streets. Italy has fantastic food and besides, the brothers had second cousins there.

The Edministers agree their Navy experience has been valuable in terms of travel, educational benefits and other aspects. One of these is personal growth. As Jim puts it, "You definitely grow a lot by meeting so many different people and seeing all these different places. You're really on your own to make the most of these opportunities."

—by JO1 Kenneth Cronk

Real-life Heroine

For an act of heroism, Aviation Maintenance Administrationman Second

Bearings

Class Kathy D. Justice was awarded the Navy and Marine Corps Medal in February at Naval Station, Rota, Spain. Her commanding officer, Captain John E. Taylor of Fleet Air Reconnaisance Squadron Two, made the presentation.

Last year, finding two people overcome in their home from leaking butane gas, Justice took immediate action and secured the gas, ventilated the rooms and carried one of the victims outside away from the fumes. She remained at the scene until emergency medical assistance arrived.

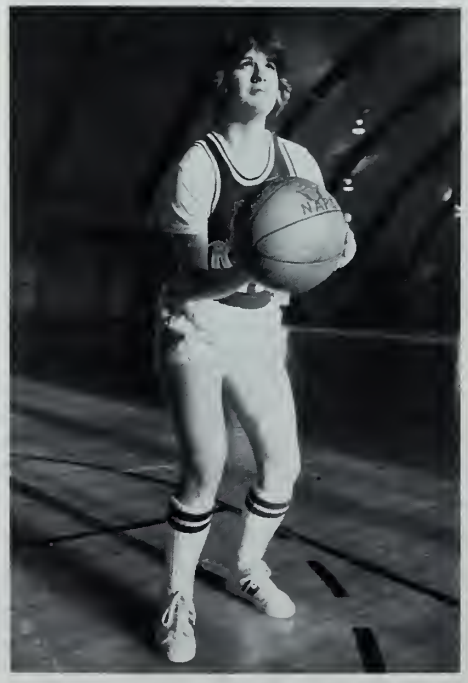


The award citation, signed by Navy Secretary Edward Hidalgo, said that "By her decisive, courageous and selfless action in the face of great personal risk, Petty Officer Justice was instrumental in saving the lives of two of her shipmates, thereby reflecting great credit upon herself and upholding the highest traditions of the United States Naval Service."

Connie on the Court

A female midshipman candidate at the Naval Academy Preparatory School (NAPS), Newport, R.I., is marking another first for Navy women. Midshipman Candidate Connie F. Justice is the first woman to play on the school's basketball team.

The 5-foot-5-inch Connie made her team debut in January as a guard against Bristol Community College. NAPS won with Justice scoring the game's final basket with only seconds remaining.



"Basketball has been my life for the past six years," said Justice. She became interested in the sport after a coach persuaded her to attend a summer basketball camp. During high school she played on the girl's basketball team.

Dave Smalley, women's basketball coach at the Naval Academy, helped recruit Justice for the Naval Academy and influenced her attending NAPS.

Playing on the otherwise all-male team has helped her game—she faces tougher opposition and more strenuous practice sessions. Her fellow players are "always helping me," said Justice.

After completing NAPS, she will attend the U.S. Naval Academy in Annapolis, Md., where she plans to major in oceanography or ocean engineering.

Whaleboat Winners



A proud group: Front: Captain Richard Butts, the Dale*'s CO, and LTJG J. Daniel McCarthy. Back: BM2 Robert W. Somer, EN3 John C. Baker, RADM Thomas Kinnebrew, SMSN Douglas A. Anderson, BM3 Steven F. Potter, and Captain William Latham, ComDesRon 12.*

In a special "whaleboat regatta" at Mayport, Fla., the five-man crew entered by guided missile cruiser USS *Dale* (CG 19) took first place. The regatta pitted *Dale*'s crew against those of eight other ships.

Competition measured operational readiness and material preparedness of the whaleboats, along with the military bearing of their crews. After a "pass-in-review," the crews were also judged on their docking expertise and ability to respond to emergency situations.

When the points had been totaled, Rear Admiral Thomas Kinnebrew—Commander, Cruiser-Destroyer Group 12—gave personal congratulations to the winners from *Dale:* LTJG J. Daniel McCarthy, boat officer; BM2 Robert W. Somer, coxswain, BM3 Steven F. Potter, bowhook; SMSN Douglas A. Anderson, signalman; and EN3 John C. Baker, engineman.

Laser Welding

A team of scientists at the Naval Research Laboratory (NRL) in Washington, D.C., has been given the "go-ahead" to establish an ultra-high speed laser welding facility at the Northern Ordnance Division of FMC Corporation in Minneapolis, Minn.

Dr. L. R. Hettche, scientific officer for the project and superintendent of NRL's Material Science and Technology Division, says the scientists will examine automated high-energy laser welding as a revolutionary advancement over conventional welding processes. They will also determine its value to the Navy in terms of reduced costs, increased structural integrity and increased production rate for Navy weapons systems.

By combining the high-speed laser welding capability with well established numerical control of machine tooling, the new facility should be able to increase welding speeds tenfold, Dr. Hettche predicted.

"Although initial emphasis of the new program is on laser welding," he said, "similar savings are expected in other areas of processing, such as cutting, heat treatment, and in areas unique to laser processing, such as surface alloying."

Cosby's Courage

Radioman Third Class Bruce W. Cosby, assigned to the Naval Submarine Training Center Pacific at Pearl Harbor, Hawaii, was recently awarded the Honolulu Police Department's highest citizen's award, the Certificate of Merit, citing his courageous acts in capturing a suspected bank robber.

On Jan. 29, the Aiea Branch of the First Hawaiian Bank was robbed. The suspect, attempting to escape, was chased by a bank security guard.

The guard lost the suspect several times, then spotted him at the foot of the Pearl Harbor ferry landing and called for help.

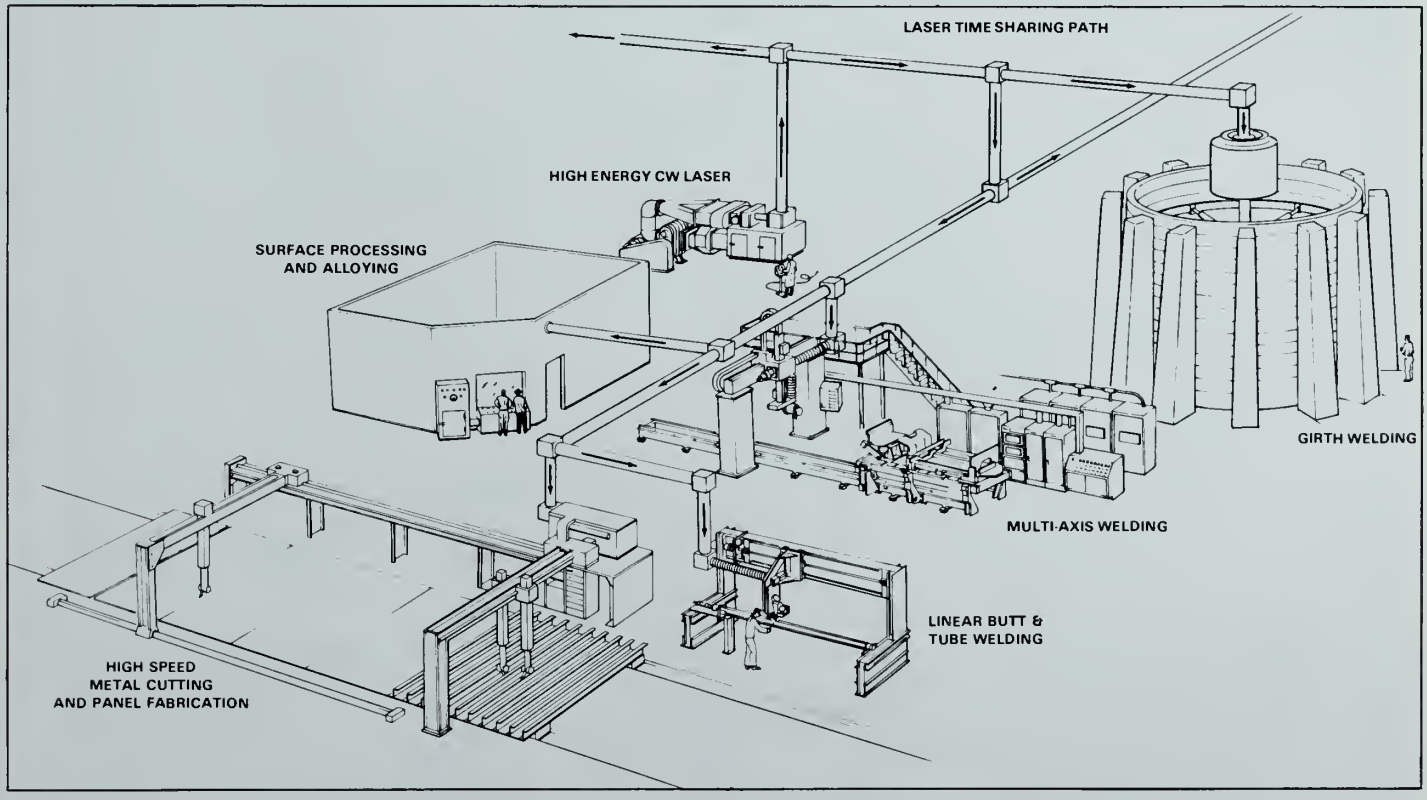
Hearing the guard's calls, Cosby spotted the suspect and also began chasing him. After a struggle, the guard and Cosby caught and restrained the suspect until police arrived.

Well-behaved visit

During its January-February participation in READEX 1-80, a fleetwide training exercise covering a variety of combat threats, the nuclear-powered guided missile cruiser USS *Virginia* (CGN 38) had a chance to visit Curacao, a Dutch protectorate in the Caribbean.

As it pulled into the port city of Wilhelmstadt, *Virginia's* crew manned the rails. The crew later was hosted by the Royal Netherlands Marines, and Mrs. Alta Fowler, U.S. Consul General to the Netherlands Antilles. In return, a number of U.S. and foreign dignitaries were invited aboard *Virginia* for a luncheon and dinner.

When the ship left, the senior military police liaison officer of the Dutch Marines said the *Virginia*'s crew was one of the most well behaved he's seen since being stationed at Curacac.



Indiana Recovery

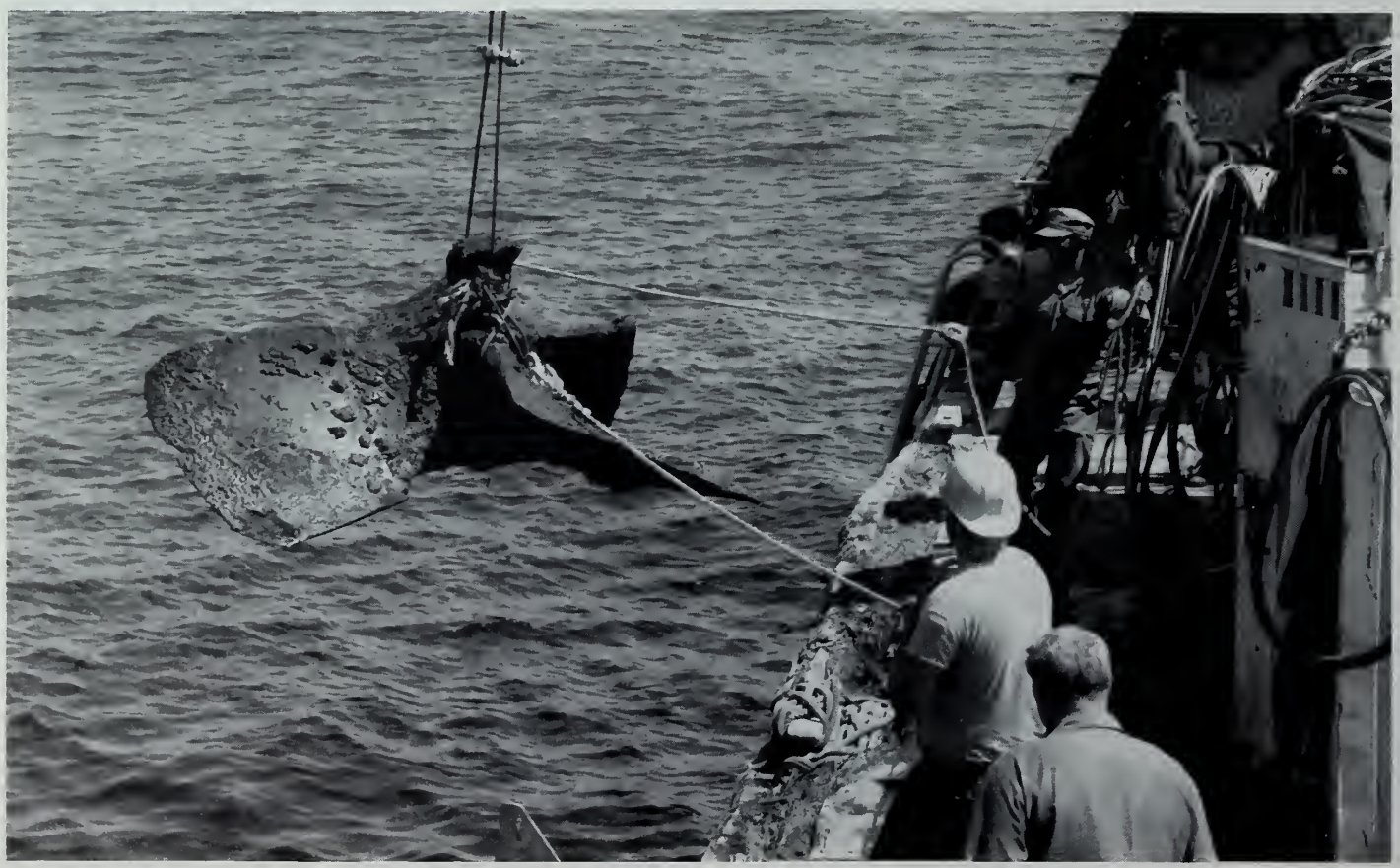
Preserving a Piece of History

Times were good in the Great Lakes region during the 1850s. The area was growing rapidly; thousands of settlers. including many foreign-born, established homes and farms in the region. Detroit and other cities prospered. During the previous decade, rich copper and iron deposits had been discovered in Michigan's Upper Peninsula.

One of the nation's earliest steam-driven ships, SS *Indiana,* rode high on these times travelling the waters of the lakes. Since her construction in 1848, the wooden-hulled steam ship "travelled to wherever a dollar could be made." Passengers, mining equipment and dry goods were loaded on board *Indiana,* about the size of a modern ocean-going tugboat, for trips to the north country. Later, the propeller-driven vessel, one of a handful of her kind on the lakes at the time, would return carrying copper and iron ore.

For the *Indiana,* high times lasted only a short while. On June 6, 1858, she made her last voyage.

While carrying a load of iron ore from Marquette, Mich., on Lake Superior, her stuffing box (a chamber holding packing tightly around a moving part to



prevent leakage) broke from the propeller shaft. This, in turn, split the stern post and the ship began taking in water. Soon the water extinguished the boiler's fire and the 21-man crew was forced to take to a small boat. *Indiana* sank about two hours later. She remained undisturbed for 117 years.

Then, in the summer of 1975 a group of Wisconsin divers, using sophisticated electronic equipment and a fish net, discovered a hulk. It was *Indiana,* resting on an even keel on the sandy lake bottom, about 120-135 feet down. The wreckage was in Lake Superior about five miles off Crisp Point. Exploratory dives revealed that much of the ship's hull remained intact.

The divers filmed their find, capturing details of the old ship's wood framing and planking, her deck arrangement and her machinery. The film also caught glimpses of a strange, square-bladed propeller lying detached at the after end of the wreckage and the unorthodox steering quadrant affixed to the rudder.

This film was viewed by Dr. Richard Wright, a Great Lakes shipping historian from Bowling Green State University in Ohio. Wright recognized the importance of the find. The ship's engine predates, by 40 years, the earliest existing Great Lakes steam engine; it is also the earliest marine steam engine with a working history existing today in North America. For historians, the primitive powerplant would yield important information about pre-Civil War propulsion systems.

The novel, 2-ton propeller was an original Ericsson (builder of the Monitor) screw prop—a sophisticated piece of equipment in those days. This design, used on the *Indiana* and other propeller ships during the 1840s, pushed ships through the water rather than pulling as the more common sidewheel paddle steamers of the day did. Its use increased deck and hold space and greatly influenced design changes.

Dr. Wright asked the Smithsonian Institution in Washington, D.C., for help in the recovery. Smithsonian officials agreed and began coordinating the project, the first underwater salvage operation undertaken for the Smithsonian. Last summer, through joint efforts of the Army Corps of Engineers, the Coast Guard and 30 Navy divers from Harbor Clearance Unit (HCU) Two, Little Creek, Va., and Naval Reserve Harbor Clearance Unit 2-813, Chicago, joined in the operation.

The salvage operation began July 28. The base of operations was Little Lake, a small town in the Upper Peninsula normally visited by only the hardiest of tourists. The Army Corps of Engineers supplied the derrick barge *Coleman,* which was located over the wreck. Working days began at 5 a.m., even earlier, and did not end until 10 p.m. when the group returned to Little Lake by boat from the derrick barge.

"An operation like this would normally have taken three to four weeks," said John Stine, Museum of History and Technology specialist and project coordinator, "but with the extremely competent Navy divers and the



(Far left) Raising Indiana*'s square-bladed Ericsson propeller.*

HCU divers prepare to raise artifacts from SS Indiana.

Indiana Recovery

personnel of the Corps of Engineers, we were able to complete this in under two weeks."

Harbor Clearance Unit divers, directed by Lieutenant Commander Robert Wells and Master Chief Engineman James Starcher—also a master diver, worked two and three at a time in unpredictable 35-degree water, 110 feet down. The task was dangerous and exhausting; divers could stay on the bottom only 38 minutes at a time.

"The project took a lot of preparation and everything worked fine," LCDR Wells said. "Considering the remoteness of the site, everything went smoothly." There were, however, moments of disappointment.

On August 6 the divers made repeated attempts to raise the engine from the hulk. The crew watched expectantly as the derrick attempted to lift the 5-ton engine, only to see it fail time and again. Too much stress and chaffed lines caused the salvage cables to snap. Finally, at 7 p.m., the effort was stopped for the day.

At 3 a.m. the following morning a violent storm hit Lake Superior and Sault Ste. Marie, about 75 miles away. It was one of the worst in 50 years, with tornado-like winds of over 55 miles per hour and 10-foot high seas. LCDR Wells decided to stay with the barge on a nearby tug, the *Lake Superior*. "I figured if something was going to happen, I had better be there to see it," Wells said. Remarkably, the only aftermath of the storm was that the barge had to be repositioned in the morning.

The recovery effort continued. Already the steam condenser, hot-water feed, steering quadrant, throttle mechanism and propeller had been raised. Now the decision had been made—if the crew failed to recover the engine that day, the attempt would be abandoned. Stronger lines were attached to the engine. By that afternoon Stine radioed Sault Ste. Marie, "You won't believe me, but the engine is lying here on the deck. It's so beautiful

After 121 years beneath Lake Superior, SS Indiana *relinquishes its relics for future generations.*







it could make you cry. We're coming in tonight."

The barge carrying the 13-foot tall boiler with the firebox still filled with wood, and other machinery recovered from the *Indiana,* arrived in Sault Ste. Marie the morning of August 8. Crowds of townspeople and tourists who had eagerly followed the *Indiana* salvage swarmed to the dock to see the rusty but well preserved pieces.

"All the pieces looked like they had been crying tears of rust," preservationist Martin Burke said. "But they are structurally in good condition, probably due to the cold waters and lack of salt in Lake Superior." Burke began the preservation process immediately as each piece was lifted from the water. Wooden pieces had to be kept wet until they could be returned to Washington and chemical treatments could begin. Iron pieces were given an initial treatment to inhibit further oxidation.

Local and national news photographers snapped pictures as the pieces were loaded on flatbed trucks for their trip to the Smithsonian's restoration facility in Suitland, Md. Following restoration, the *Indiana* powerplant will be placed on display in the Museum of History and Technology.

As the last piece was loaded on the truck, Stine said goodbye to the recovery crew. "Now for you, this job is finished," he told them. "You all will go home and it is over. But your children and your children's children will be able to see what you've done when they come to the museum. They will see that your efforts were more lasting."

Leaving the site, the derrick barge *Coleman* and the tug *Lake Superior* sounded their whistles bidding farewell to the crew. It was a sound that would have been familiar to those settlers 130 years ago who were accustomed to hearing SS *Indiana* give a blast of her steam whistle while travelling the lakes.

—Story by JO3 Taralyn Wanderer

—Photos by PH1 (DV) David McNair, PHAN (DV) John Manzano, Kim Nielsen





Midway Battle Group

A Japanese Welcome

The three-ship Midway Battle Group returned to a real, old-fashioned hometown welcome on Feb. 21—even if that welcome was held in Yokosuka, Japan, overseas home port for the group.

The Navy ships—the carrier USS *Midway* (CV 41), the guided missile destroyer USS *Parsons* (DDG 33) and the frigate USS *Knox* (FF 1052)—were welcomed by the families of the men aboard the ships and by a large official delegation. That delegation, headed by Vice Admiral Carlisle A. H. Trost, 7th Fleet Commander, included flag officers of the Japanese Maritime Self Defense Force, and the mayors of both Yokohama and Yokosuka.

This was believed to be the first time in recent memory that an American Battle Group was greeted by mayors of Japanese cities.

The carrier *Midway* set the scene when entering the harbor. She trailed a banner from her stern which proclaimed in Japanese characters, "People of *Midway* Love Japan."

On extended deployment, the *Midway* group had been operating in the Indian Ocean since last November, having left Yokosuka on Sept. 30. Originally they were scheduled to return to Japan on Dec. 22, in time for Christmas, but world events brought about a change in deployment schedules. The families of many of the men aboard the three ships reside in Japan since the ships are part of the Overseas



Right: The carrier USS Midway *(CV 41) opposite: The three-carrier task force—including* Midway*—during operations in the Indian Ocean.*



Family Residency Program and are homeported in that part of the world.

Upon completion of their extended Indian Ocean operation, Admiral Thomas B. Hayward, Chief of Naval Operations, messaged the group, stating they had "...completed an especially important assignment for (both) country and the Navy in a particularly impressive manner of which each officer and man can be justly proud."

He added, "Your high state of overall readiness during this time lends special confidence and credibility to your presence in the Indian Ocean. Your visible demonstration of American determination was extremely valuable to furthering our national objective of restoring stability in a troubled area....

"Not forgotten is the high number of days all of you have spent at sea, and the time you have spent away from your families during the past year. I join you in hopes that your collective efforts will produce a more stable situation, thereby enabling us to return to a more normal tempo of ops in the near future."

Japanese news media carried favorable reports of the battle group's return. The men and ships were praised for their efforts in support of Japanese interests in the Indian Ocean region.

A week after the group's return, the Yokosuka Chamber of Commerce threw a "Welcome Home" party for the crews. Several more parties involved U.S. sailors and their Japanese counterparts in the Japanese Maritime Self Defense Force.

Kitty Hawk Battle Group

A San Diego Welcome



A revival took place in Southern California on Feb. 25. It wasn't the tent variety but it did signify a renewal in an institution. It came with the arrival of the six-ship, 7,000-man USS *Kitty Hawk* Battle Group.

The return of these men and their ships not only brought about the joys of reunion with loved ones, but also resulted in a rousing welcome from the local community—the San Diego welcome demonstrated a reawakening of what the Navy means to the entire nation.

Navy ships are often at sea for long deployments and welcoming ceremonies are sort of commonplace. But there was something different and special about this one. There was a heightened sense of excitement and anticipation. Maybe it was because USS *Kitty Hawk* (CV 63) and her escorts—USS *Jouett* (CG 29), USS *Berkeley* (DDG 15), USS *Stein* (FF 1065)

Seems like the whole city of San Diego turned out to welcome the Kitty Hawk *battle group home—including the mascot of local sports teams and (upper right) Secretary of the Navy Edward Hidalgo who flew in from Washington, D.C.*








We Love you



and USS *Wabash* (AOR 5) were gone for nine long months (*Wabash* went to its home port of San Francisco).

It might have been the thought of combining a homecoming with a belated Christmas celebration. Or it could be that the public appreciated what these sailors and pilots had gone through in maintaining a tense vigil in Middle Eastern waters.

When the "Hawk" and her escorts left San Diego in May 1979, it was thought they would be back home by mid-December. But just a month before their scheduled return, they were ordered to steam in the other direction.

"It was hard to believe at first," said Aviation Boatswain's Mate Third Class Paul Jenkins. "Everyone in the division was on edge. But the captain kept us informed. He explained our mission and it wasn't long before the morale turned completely around."



Family members and friends searched for and then found each other in the throngs milling at pierside as San Diego welcomed her sailors home. Below left: Kitty Hawk *CO, Captain W. Lewis Chatham, and his family.*

Captain W. Lewis Chatham was the commanding officer of the *Kitty Hawk* throughout the ship's extensive deployment. He was credited with maintaining a spirit of purpose and high state of morale during those potentially difficult days. "We have a saying," the captain said. " 'Be proud, be professional and press on'. That's been our basic philosophy. I told the men that the best team had been sent in to do the job. They understood and they did their jobs exceedingly well."

While in the Indian Ocean and Arabian Sea, the Battle Group remained at the ready for 74 days.

"There were a few times when I asked myself if I could go another day." said Photographer's Mate Third Class Ray Plunkett. "But then a friend would come along and say 'Hey, take it in stride' and that helped."

Another thing that boosted morale was the mail. "We got lots of letters and cards and they weren't just from our families," said Yeoman Third Class Neal Hisgen. "We got a letter from Chicago with 15,000 signatures and wishing us a safe voyage. And the captain read us one from the family of one of the hostages in Iran. It was really touching."











Kitty Hawk isn't scheduled to deploy again until early next year. But when asked how they would feel about another long deployment, if it came in the near future, all three men said they would go if duty called.

The men of the *Kitty Hawk* Battle Group completed their mission in late January. After being relieved by the USS *Nimitz*'s Battle Group, the "Hawk" and her sister ships began the long journey home.

The day for the *Kitty Hawk*'s return couldn't have been better. The weather was perfect. If the ships had returned just a few days earlier, they would have been greeted by the torrential rains that drenched Southern California and caused considerable flooding. But Mother Nature chose to smile this time.

Before the ships entered the San Diego harbor, a group of dignitaries arrived aboard the ships by helicopter; first stop was *Kitty Hawk*. First to arrive was the Secretary of the Navy, Edward Hidalgo, accompanied by Vice Admiral Robert F. Schoultz, Commander Naval Air Forces Pacific Fleet, and Vice Admiral Lee Baggett Jr., Commander, Surface Force, Pacific Fleet. A large contingent of civic leaders and Navy League officials from San Diego County was led off their helo by a bird of another feather—"the San Diego Chicken," colorful "mascot" of San Diego sports teams—who has become a kind of unofficial ambassador of good will.

Secretary Hidalgo spoke to crew members assembled on *Kitty Hawk*'s hangar deck. He told them how "deeply, movingly proud" he was of them. "You have been the cutting edge of our military strength. You have implemented our foreign policy and have given evidence of the flexibility of the Navy and Marine Corps team."

In an allusion to recent American



Welcome home hugs and brightly colored balloons added to the sense of excitement.



successes in the Winter Olympics, the secretary added, "You men have earned more than 100 gold medals for America."

Upon entering the harbor, hundreds of crew members manned the rails and witnessed a scene that may not have been duplicated since V-J day at the end of World War II. At observation points along the channel, high school bands could be heard rendering musical salutes. Fireboats were all about and pleasure craft bobbed in the water. Over all this flew still more helicopters, some ferrying supplies to the ships and others carrying television crews.

Well-wishers jammed the piers at both the 32nd Street Naval Station and the North Island quay. Some of the people waiting were singing or chanting; others carried colored balloons or Christmas stockings. Homemade signs popped up everywhere. Many of them were made months before, when the Battle Group was first expected home: "Welcome home daddy," "New mothers congregate here," and "I'm a *Jouett* kid".

Christmas trees also dotted the piers and Santa Claus even took time out to make an out-of-season visit. He was probably a little warm in his red velvet suit with the unseasonal 80-degree weather.

But the best Christmas present of all wasn't from Santa. It came when the ships lowered their gangplanks. Surprisingly, the first man down the brow of *Kitty Hawk* was CAPT Chatham. "I'd never done that before as a commanding officer," he said. "But given what we had been through and being the leader of the 'Press On Gang,' I felt it was right."

Perhaps the San Diego Chicken best expressed the feelings of all when he got down on his knees and "pecked" the ground. It was great to be back.

One local newspaper said it best: "These ships are back from a long detour that carried them across the Indian Ocean when the hearts of all aboard were turned toward home. Other ships from San Diego will take their place in a part of the world where no one can predict what will happen next. And after yesterday's scene at the waterfront, we can be sure that, come what may, San Diego will be with them all the way."

—Story by LT Ray Nielsen
—Photos by PH1 John Greenwood
PH1 Robert Swan
Dave Wilson, JO1 Tim Lewis
PH2 Fell Barbanti

Turner's Ship

"The *Hawk* is MY ship," said Lieutenant Commander Jack Turner, and few would dispute his statement. Turner, administrative assistant and executive department head aboard USS *Kitty Hawk* (CV 63), is serving his third tour on the Pacific fleet carrier.

"*Kitty Hawk* is a good ship," said Turner. "I've been proud to serve on her in the past and I'm proud to serve on her now."

His first tour aboard *Kitty Hawk* was from April 1966 to Sept. 1968 as a warrant and chief warrant officer serving as personnel officer. Turner's second tour, from March 1972 to July 1974, as a lieutenant (junior grade) and lieutenant, was spent as administrative assistant, postal officer and "X" division officer. Now, a newly promoted lieutenant commander, Turner serves as a department head with five division officers working for him.

The commander enlisted in the Navy in 1954 and became a yeoman. He advanced to chief petty officer, then became a warrant officer in 1966 and accepted a commission in 1968.

"I've had 10 other duty assignments with several between my hitches on *Kitty Hawk*. But who can be more comfortable on the job and on the ship than someone who's been here three times?"





USS San Jose

These Guys Never Quit

A task group consisting of one aircraft carrier, escorts and other supporting ships on a 60-day Indian Ocean cruise will consume more than two-and-a-half million eggs, hundreds of tons of assorted meats, thousands of pounds of coffee, and nearly a half-million cans of soda. Hardworking American sailors are famous for their ability to put away mountains of food during a single day.

If tons of fresh, frozen, dry, and dehydrated foods are consumed daily by the men of the task groups, then resupply efforts must also be enormous, especially in the Indian Ocean where there is a conspicious lack of supply support facilities. The answer for the problems of supply and demand for this task group during its recent Indian Ocean operations was the USS *San Jose* (AFS 7).

San Jose, a nine-year-old fast combat stores ship (AFS class), was designed to provide a multitude of services to warships that remain on station. Commanded by Captain Jerry Johnson, the *San Jose* and its crew do just that as a matter of routine.

With an overall length of 581 feet and a width of 79 feet, *San Jose* has a total cargo storage space in excess of 596,000 cubic feet. In terms of square feet, it has the capacity of more than seven football fields. Fleet units look upon it as their local supermarket, office supply store, machinery parts outlet, clothing shop, and gas station rolled into one. Supplying everything from lobster to paper clips, electronic components to jet engines, the *San Jose* proves that "service to the fleet" is not merely a slogan, it is a fact of life.

"The Indian Ocean is a relatively new frontier for United States naval operations of this scale," said CAPT Johnson. "The situation in this area precludes deployed units from making routine port calls and replenishment stops. That's where we come in. The *San Jose* team and our sister ships of the Mobile Logistic Support Force (MLSF) are the means of support for any task group operation here."

A combat stores ship is the result of many years of underway replenishment (UNREP) research. New concepts such as standard tensioned replenishment alongside method (STREAM) use a ram-tensioned wire highline and trolley to increase the speed and efficiency of conventional replenishment to customer ships. An automated propulsion system enables the bridge watch to control the main engines by simply turning a handwheel, allowing a greater margin of safety during many hours' steaming beside receiving ships. While deployed, *San Jose* embarks an air detachment and their birds, two CH-46D *Sea Knight* helicopters. These aircraft provide fleet commanding officers with versatility and resupply options that were previously only a dream.

With all the revolutionary UNREP technology incorporated in *San Jose,* the key to its successful operation, according to CAPT Johnson, is teamwork.

"Our capabilities require a special kind of teamwork and leadership," he said. "Our boatswain's mates work side-by-side with machinist's mates and electricians to keep the UNREP gear in perfect working order. The man driving a forklift during a replenishment may be a storekeeper, an engineman, or one of the ship's barbers. Given the nature of our mission, my idea of teamwork is when that shotline lands across our bulwarks, you may find a gunner's mate there pulling with a boatswain's mate.

"It's nothing to see our galley crew on deck in the middle of the night with a hotcart loaded with chili dogs, hot soup, and jugs of coffee. These guys appreciate each other's effort toward a com-

San Jose *crew members prepare their ship with new paint and a full hold of provisions.*

mon goal, and they take pride in their accomplishments."

Nowhere is teamwork more obvious than in the supply department. Made up of 120 men, it's the largest department on board. The supply officer, Commander Robert Dickinson, is proud of his department. "From the division chiefs down to the seamen working in the holds, these guys never quit," said the commander. "They seem to sense the urgency of the situation here and respond accordingly."

The "urgent situation" referred to by Dickinson was the recent events in Iran and the response to those events by the task group. After conducting normal operations for almost a month, the task group was approaching the end of its visit to the Indian Ocean. *San Jose* had anticipated steaming to Singapore for a load of fresh vegetables, fruits, and milk and then rendezvousing with the task group for one last replenishment en route to Subic Bay. As the situation near the Persian Gulf grew more unstable, the ships were ordered to steam into the Arabian Sea rather than the Straits of Malacca. Thus was created the problem of resupplying a task group which would operate indefinitely thousands of miles from the nearest U.S. Navy supply depot. Also created was the immediate opportunity for the crew of *San Jose* to do what they do best: provide services to the fleet in a timely, efficient manner.

Every operation aboard moved into high gear. Endless hours of training paid handsome rewards. Engineers provided the power for a rapid trip from Karachi, in Pakistan, to Diego Garcia. STREAM division men fussed over their winches—they didn't want any delays because of mechanical failure. Air Force cargo aircraft flew parts, provisions and supplies to Diego Garcia, and the supply department made preparations for the massive job of loading this air shipment aboard *San Jose* using the ship's helicopters rather than the usual dockside flatbed trucks and cranes.

"We processed over 800 fill item requisitions in a little over four hours and radioed them to the Subic Bay Naval Supply Depot," said Chief Storekeeper John Loomer. "That many stores, if delivered in the normal manner, would equal a week of loadout at pierside."

The Naval Supply Depot at Subic Bay responded with the efficiency that has earned them their reputation. The mission: to process the 800 requisitions



as soon as possible and move more than 200 tons of cargo to Diego Garcia, more than 3,500 nautical miles away. The solution: enlist the aid of U.S. Air Force C-5A and C-141 transport planes, stuff their cargo spaces with pallets of supplies, and dispatch them to Diego Garcia.

Awaiting the arrival of the huge aircraft were Lieutenant Commander Greg Netzorg and the men of Helicopter Support Squadron Three, Detachment 105, from North Island Naval Air Station and currently deployed aboard *San Jose.* As officer-in-charge of the detachment, LCDR Netzorg is justly proud of his men and machines.

"Without a doubt, our pilots, aircrewmen, and maintenance team are what make this detachment so effective. One of these is Chief Aviation Machinist's Mate 'Pappy' Jenkins, who entered the Navy in 1941, made chief in 1946, and is one of the oldest and most experienced aircrewmen of flight status. Pappy knows a lot about these helos."

Flying the two *Sea Knight* helos, the air detachment logged 28 hours of flight time in two days, performing required maintenance between flights. It took 181 helo lifts to move more than 208 tons of cargo from Diego Garcia to *San Jose,* anchored in the harbor. Working parties in rotating shifts labored under the tropical sun unloading cargo as fast as the giant Air Force planes could land and shut down engines.

Aboard ship, forklift drivers, their skills sharpened by miles of maneuvering in semidarkness on rolling decks, seldom allowed a pallet to remain on the deck more than a few seconds before scooping it up. The relentless pace was broken only by weary, sunburned sailors stopping momentarily for water or a sandwich. The material was eventually stowed aboard and *San Jose* was underway again.

For the men who had performed their rugged duties during the resupply evolution, holiday routine was declared for the following day, and the men relaxed.

As some enjoyed their well-earned rest, others tallied the score. In the ship's post office, Postal Clerk (PC) First Class C. R. Brown and PC3 Jim Killinger were amazed to learn they handled more than 46,000 pounds of air mail and parcel post since the operation began. Lights were still burning in the supply office as SK2 Charles Landes added the total tonnage received and transferred since departing Singapore a month earlier. He passed the word that his figures reflected in excess of 1,175 tons of cargo.

In addition to cargo and mail, *San Jose* had been host to more than 300 transient personnel en route to or from the task group. Cots and mattresses were placed in the crew's lounge and other areas designated as emergency bunk spaces to house these "passengers."

Recent events proved that a large naval force can be maintained at a high peak of readiness while on station. One of the vital keys to this success is the combat stores ship. The versatility, speed, and efficiency demonstrated by USS *San Jose* while operating in the Indian Ocean seemed like magic—AFS 7 magic, in fact.

—Story by MSCS John T. Sparks Jr.
—Photos by PH1 Bill Weissleder.



On board San Jose, *supply department sailors transfer frozen, chilled and dry cargo below decks as fast as the crane operators can move*

A Nautical Dozen

With the *Spruance*-class destroyer and the *Virginia*-class cruiser entering the fleet, a new generation of missile-armed surface warships is replacing the old-timers that upheld our nation's interest on the seas for almost half a century.

Packing the latest in the U.S. Navy's missile arsenal, the new order of warships treads in the shadow of a dozen men-of-war that first cut their teeth on naval gunfire and then wrote the instruction book on naval missilery.

The last three converted conventional cruisers and nine *Gearing*-class destroyers will have ended their active service by the end of this fiscal year. Those 12 war veterans are USS *Chicago* (CG 11), USS *Oklahoma City* (CG 5), USS *Albany* (CG 10), USS *Agerholm* (DD 826), USS *Hollister* (DD 788), USS *Higbee* (DD 806), USS *John R. Craig* (DD 885), USS *Meredith* (DD 890), USS *Hamner* (DD 718), USS *Myles C. Fox* (DD 829), USS *Charles P. Cecil* (DD 835), and USS *Hawkins* (DD 873).

Each ship left its signature in the logbooks of naval history. Launched and commissioned between 1943 and 1946, these old warriors steamed through World War II, the Cold War, Korean War, Vietnam War, and various other



The guided missile cruiser USS Chicago *(CG-11). Opposite page top: Sailors holystone the teakwood main deck of the guided missile cruiser USS* Oklahoma City *(CG-5). Bottom: USS* Oklahoma City.

international crises of the '50s, '60s, and '70s.

World War II cruisers

USS *Chicago*'s decommissioning marks the end of 91 years of naval service by four ships bearing that name.

It was commissioned CA 136 on Jan. 10, 1945. *Chicago* received its baptism under fire during the Navy's assault against the Japanese mainland. In July 1945, *Chicago*'s crew and its guns supported carrier strikes against Tokyo and surface bombardments against major railways and industrial areas. Later that year, it served as one of the first naval occupation units engaged in demilitarizing adjacent ports.



After three years of service, *Chicago* was placed out of commission. But with trouble brewing in Indonesia and cutbacks in the Navy's shipbuilding programs, *Chicago* was reclassified CG 11 on Nov. 1, 1958 and its conversion to a guided missile cruiser began in 1959. More than 25 acres of blueprints were used in the conversion of *Chicago* from a conventional World War II era heavy cruiser to the "world's most powerful guided missile cruiser."

The ship's original eight-inch guns and other conventional armament were replaced with a new source of firepower—the TALOS and TARTAR guided missiles along with antisubmarine rockets and torpedoes. During the next 16 years, *Chicago* made nine Western Pacific cruises including taking up station along the coast of Korea after the seizure of USS *Pueblo*. The ship served off the coast of Vietnam and supported the mining of Haiphong Harbor.

Ten years ago, *Chicago* reaped the first gold "E" in naval history for five consecutive years of missilery excellence. *Chicago*'s missile teams continued the tradition every year after that by winning 11 consecutive missilery excellence "Es"—to date, a record unsurpassed.

***

Last of the Navy's big-gun World War II cruisers, the *Oklahoma City,* was commissioned CL 91 on Dec. 22, 1944. It was reclassified CG 5 on May 21, 1957, when its conversion to a guided missile light cruiser began.

Oklahoma City first saw combat during the Okinawa Campaign and later during naval action against the Japanese home island. In 1947, *"Okie City"* was retired to the reserve fleet.

After almost a decade in mothballs, the cruiser was brought out of retirement. It underwent extensive conversion and became the first ship in the fleet with a shipboard missile system. However, not all the big guns were



removed; sitting forward, near the bow, was a massive six-inch 47-caliber mount with three huge barrels. Another World War II souvenir was also left—6,000-square feet of teakwood main decking, making it the last Navy combatant with a wooden deck.

In 1963, *Oklahoma City* began its first tour off Vietnam, providing gunfire and air defense support for U.S. and South Vietnamese troops. When the level of fighting increased, it began spending more and more time in the South China Sea as flagship of the 7th Fleet. Participation in the conflict ended in April 1975 during "Operation Frequent Wind" (the fall of Saigon) when 12 helicopters alternately landed on and took off from *Oklahoma City's* flight deck off-loading a total of 154 U.S. citizens and South Vietnamese refugees.

For 11 years, *Oklahoma City* and its crew had served as 7th Fleet's flagship once permanently assigned to the job in 1968; the ship was homeported in Yokosuka, Japan.

• • •

Paid for by war bonds bought by the citizens of Albany, N.Y., USS *Albany* (CG 11) was built at a cost of $40,000,000. From 1949 to 1956, it made five Mediterranean cruises and carried out normal rotation between the 2nd and 6th Fleets.

Following a four-year conversion, *Albany* served as the flagship for Task Force 65 in 1966 which was engaged in the recovery of a nuclear bomb lost during a mid-air collision of a U.S. Air Force bomber and an inflight refueling tanker off the coast of Spain. After the bomb was recovered, *Albany* and crew returned to normal duties with the Atlantic Fleet until 1976 when it became the 6th Fleet flagship.

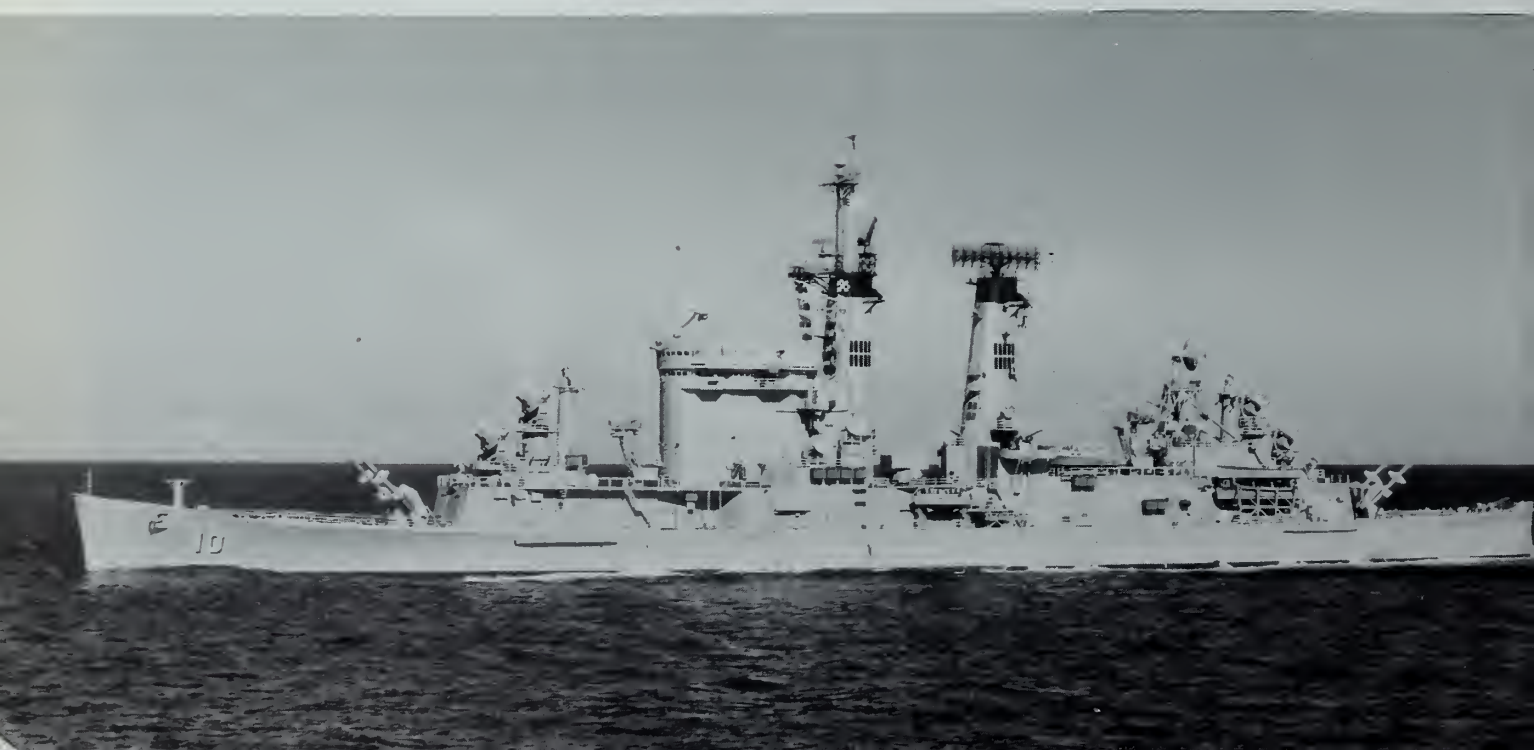
Gearing-Class Destroyers

The nine retiring *Gearing*-class destroyers represent the ultimate World War II development of the American destroyer, when constructed, incorporating lessons learned in the Pacific war. In the later stages of that war, the Navy developed these ships as radar picket destroyers, a change brought about because increased aircraft speed and suicide bombers demanded the earliest possible warning of approach.

Only four of the nine ships saw action during the closing days of World War II. The *Hawkins, Myles C. Fox, Higbee,* and *Charles P. Cecil* screened Navy carriers as planes undertook

The destroyer USS Higbee *(DD-806). Bottom: The guided missile cruiser USS* Albany *(CG-10) underway in the Mediterranean. Opposite: The destroyer USS* Hawkins *(DD-873) refueling.*





heavy air attacks against the Japanese mainland. Afterward, they assisted occupation forces and patrolled the coastline.

Before reporting to the war zone in 1945, *Charles P. Cecil* operated as part of Joint Task Force One which conducted atomic bomb tests on Bikini. By the end of 1946, the remaining *Gearing*-class destroyers entered the fleet and proceeded to the Pacific and Middle East as the Cold War escalated.

While on patrol in the South China Sea in 1947, *Myles C. Fox* and *Hawkins,* with the British escort HMS *Hart,* rescued the crew and passengers of SS *Hong Kheng* after the passenger ship ran aground on Chilang Point, some eight miles north of Hong Kong. Six motorboats, two from each warship, made 76 trips to rescue the 1,800 survivors.

The destroyers next turned their gunfire against invading North Korean forces as war broke out on the peninsula. Six of the destroyers supported ground troops in South Korea and provided screening for the 7th Fleet Carriers of Task Force 77 during the war. The *Agerholm, Hollister, Higbee, Hamner, John R. Craig,* and *Hawkins* all patrolled the seas around Korea until the 1953 armistice.

The *Hollister, Higbee,* and *Hamner* provided the U.S. Marines with gunfire support during the famous landing at Inchon in mid-September 1953.

There was little rest for these veterans after the Korean conflict. They began the famous Formosa Patrol as Communist Chinese forces fought the Nationalist Chinese.

In late January 1955, the *Agerholm, Hollister,* and *John R. Craig* joined other 7th Fleet units in the evacuation of Nationalist forces from Tachen Island as the Communists overran the country.

Action shifted to the Middle East in 1956 as the *Charles P. Cecil* and *Hawkins* patrolled the eastern Mediterranean after the Suez Crisis.

The Middle East continued to be a hot spot as the *Meredith* served with the Middle East Force off the Euphrates Delta area after the Iraqi revolution of July 15, 1958.

During the early '60s, most of the *Gearing*-class destroyers underwent conversion under the Fleet Rehabilitation and Modernization (FRAM) Program designed to improve fighting capabilities and lengthen the life span of the ships.

The '60s also saw these destroyers supporting U.S. troops in South Vietnam as the country erupted into war. They assisted the U.S. Space Program through the unmanned flights and the manned Mercury, Gemini, and Apollo flights.

Yankee Station became a well-worn stretch of ocean for seven of these destroyers: *Agerholm, Hollister, Higbee, Hawkins, Hamner, John R. Craig* and *Myles C. Fox.* They shared the load of supporting U.S. and South Vietnam forces during the war.

In 1962, with the Cuban missile crisis, President Kennedy ordered a blockade of Cuba; *Hawkins* and *Charles P. Cecil* pulled the duty. While on the Cuban Quarantine Line, *Charles P. Cecil* made radar contact with a Russian submarine and, with assistance from two Navy P2V *Neptune* patrol planes, held the contact for 34 hours until the submarine surfaced and then they shadowed it for two more days.

The crew of *Myles C. Fox* demonstrated their shipboard firefighting skills while on patrol in the eastern Atlantic in 1966. The ship received a distress signal from the merchant freighter M/V *Palma* of Swedish registry. Firefighting teams from *Fox* boarded the freighter and combated a fire in its main hold. The sailors fought the fire for three days and only after fresh teams from the *Charles P. Cecil* and *Caloosahatchee* joined *Fox,* was the fire finally brought under control.

The nine *Gearing* destroyers continued their deployments throughout the world. When Saigon fell, the veterans adjusted to the new life of peace by continuing their overseas cruises.

Hollister became a television and movie star in 1976 with roles in an episode of "The Six-Million-Dollar Man" and the movie, "Airport '77."

These old warriors fade away as their service to our nation ends. Their jobs are filled by the warships of a new generation.

— Story by JO1 James R. Giusti



NAVETS

Coming Back In

While some sailors leave the Navy for a variety of reasons, there's a surprising number of prior-Navy people who are coming back. When Navy veterans (NAVETS) reenlist, many of them think they are one of only a few who have chosen to return to active duty. But when they arrive at Naval Training Center (NTC) Orlando, Fla., NTC San Diego, Calif., or NTC Great Lakes, Ill., they soon discover otherwise. It's not unusual for returning veterans to find 60 or 70 other NAVETS at the training center waiting to process back in, too.

"We get people mostly from the Southeast," said Doug Sproles, who has worked with Orlando's NAVETS program for almost six years. "But if a guy out West reenlists for guaranteed orders to say, Jacksonville, Fla., he'll be sent here rather than to San Diego."

Orlando processes an average of 70 NAVETS a month and, according to Sproles, that number runs pretty much the same from year to year.





"Most of our NAVETS are E-4s," he said. "There are a few chiefs and a few E-1s and E-2s. Some are people who got out on a hardship discharge, women who got out because of pregnancy, and reservists who want to convert to active duty. We don't break down the figures according to rank or sex, but I would say maybe 20 percent are women."

Like the other NTCs, Orlando reestablishes personnel, medical, dental and financial records for people coming back in. New uniforms are issued to those who've been out for more than 90 days. Reorientation may include lectures on the Code of Conduct, Uniform Code of Military Justice, and Drug and Alcohol Awareness.

The orientation, outfitting and classification process usually takes about two or three weeks. It may take longer if there is a delay in processing orders, although some NAVETS receive orders to their first duty station during the first week. When orders come in, personnel are usually processed within 24 hours, except those awaiting port calls to overseas duty stations.



While awaiting orders, NAVETS are assigned on a day-to-day basis to various NTC departments, such as public works, shore patrol, clothing issue, or other activity. These daily duty assignments reacquaint NAVETS to active service, as well as help pass the waiting time productively and quickly.

Personnel live in transient quarters, although some NAVETS whose families live in the area may spend their nights and weekends at home. Many NAVETS bring their cars, civilian clothes and other personal possessions when they come to the NTC.

Orlando's NAVETS Coordinator Chief Mess Management Specialist James K. Adams said prior-service people are easier to work with. "A lot of men and women who get out after 10 or more years' service realize that's a long time to waste or ignore; they decide to finish their 20 years. There's rarely any discipline problem with these people. They're all highly motivated."

Why does a Navy vet decide to reenlist?

Aviation Support Equipment Technician (Mechanical) Second Class Dave Horn, who reenlisted after 14 years as a civilian, had a typical answer: "I was just getting bored."

Hospital Corpsman Doris Barry said, "I was going to be laid off. Now I have a secure job, and I can go on with schooling."

Most reasons NAVETS give for coming back relate to job security—they can't find a good job, they've been laid off or they're stuck in a deadend job. Others find that despite a fairly well-paying job and adequate insurance coverage, life on the outside lacks the adventure and challenge that they remember.

Whatever the reasons for their return, the NAVETS who pass through centers like Orlando all have something in common. They're in a hurry to get back to their job ratings and go to work.

—Story by JO2 Patricia E. Neal
—Photos by PH2 Rene Pearce
Both are NAVETS

Mail Buoy

Titles Count

SIR: Every time I have seen a reference to the late Admiral Mountbatten in *All Hands* his title has been incorrect. His correct title was Admiral of the Fleet the Earl Mountbatten of Burma, or Lord Mountbatten. He has not been Lord Louis Mountbatten since 1946 when he was given the title Earl Mountbatten of Burma by King George VI. The title "Lord" with the first name is reserved for otherwise untitled younger sons of dukes and marquesses. —FTM1 Robert W. Jewell.

Experts Only

SIR: In your article concerning the snowmobile skills of Airman Scott Eilertson in your January 1980 issue, he was quoted as saying that, "(Snowmobile) jumping was a dying sport in the United States." Perhaps you should have pointed out that it can still be a dying sport for those who attempt it with qualifications less than those of Scott. —LCDR R.C. Wood.

• *On reflection, it was a rather poor choice of words when we referred to snowmobile jumping as a "dying" sport, but we trust the readers will recognize the danger in such a sport and leave it to the experts.* —ED.

Reunions

• USS *Fletcher* (DD 445)—Reunion June 5-7, 1980, Biloxi, Miss. Contact O.H. Henderson, 111 Townley Court, Madison, Tenn. 37115.

• *Seabees*—NMCB Nine reunion June 21, 1980, Port Hueneme, Calif. Contact Donald Thomas, 631 West Pleasant Rd., Oxnard, Calif. 93030.

• *OCEANDEVRON Eight* (VXN 8)—Sixth annual World Traveler's Ball at NAS Patuxent River, June 28, 1980. Contact LCDR D. L. Gagliardi, VXN 8, NAS Patuxent River, Md. 20670.

• *NAS Lincoln, Neb.*—Reunion July 5, 1980. Contact Clarence J. Nelson, 4200 Cornhusker Lot 9, Lincoln, Neb. 68504.

• *Natoma Bay Association*—Reunion July 11-12, 1980, San Diego, Calif. Contact Bill Stringer, P.O. Box 251, Kimberly, Ala. 35091.

• *Mine Division 54*—Reunion July 18-20, 1980, Anaheim, Calif. Contact P. E. Nelson, 5022 Howard Avenue, Los Alamitos, Calif. 90720.

• USS *Pittsburgh* (CA 72)—Reunion July 1980, Pittsburgh, Pa. Contact J. C. Ayers, Box 74, Wildwood, Ga. 30757.

• USS *Cassin Young* (DD 793)—Reunion being planned aboard ship. Contact Ralph J. Cidlevicz or Anthony J. Marra in care of Boston National Historical Park, Charleston Navy Yard, Boston, Mass. 02129.

• USS *Shaw* (DD 373)—Reunion for former crewmen. Contact E.E. Ness, 1900 N. Serrano Ave., Los Angeles, Calif. 90027.

• *Fleet Radio Unit Pacific* (FRUPAC)—Reunion August, 1980. Contact Alan Dombro, 7012 Horrocks St., Philadelphia, Pa. 19149.

• *Patrol Squadron Four* (VP-4)—Reunion in the fall of 1980 for members serving between 1958-1965. Contact Bob Zafran, 1350 G. Roadrunner Terrace, Sunnyvale, Calif. 94087.

USS *Mt. Vernon* (AP 22)—Reunion in Reno, Nev., Sept. 1980. Contact L.A. Pugh, 190 Carlsbad Circle, Vacaville, Calif. 95688.

• USS *Anzio* (CVE 57)—Reunion Sept. 3-5, 1980, in Osage Beach, Mo. Contact Paul W. Swander, 1741 N. 10th St., Terre Haute, Ind. 47804.

• USS *Emmons* (DD 457/DMS 22)—Reunion in Sept., 1980, in Wrightsville, N.C. Contact David Jensen, 87-26 259th St., Floral Park, N.Y. 11001.

• USS *Quincy* (CA 39/CA 71)—Reunion in Boston, Mass., Sept. 19-21, 1980. Contact Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861.

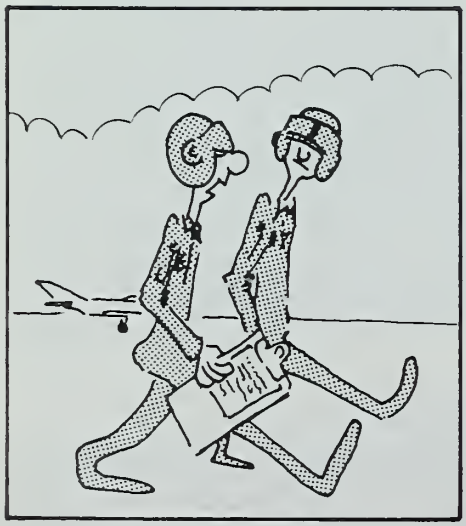
• USS *Alcor* (AG 34/AR 10/AK 259)—Reunion Sept. 26-28, 1980, in Baltimore, Md. Contact James Ruckle, 4301 Greenhill Ave., Baltimore, Md. 21206.

• USS *Brooklyn* (CL 40)—Reunion Oct. 2-6, 1980, in Philadelphia, Pa. Contact Conrad A. Wickham, 18 S. Buck Lane, Haverford, Pa. 19041.

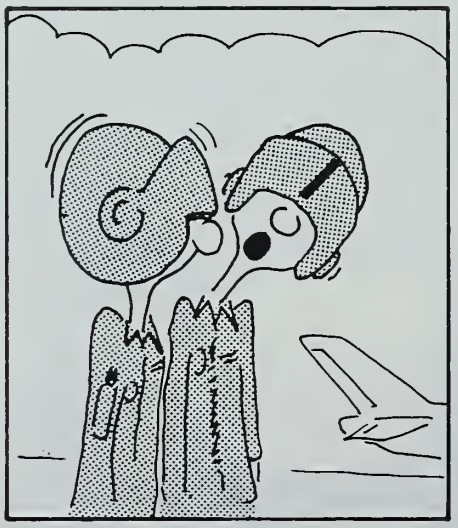
• USS *Miami* (CL 89)—Reunion Oct. 10-12, 1980, in Wakefield, Mass. Contact Stanton C. Richardson, 5507 Limeric Circle, Apt. 46, Wilmington, Del. 19808.

• USS *Manning* (DE 199)—Reunion Oct. 17-19, 1980, in Evansville, Ind. Contact Denzel J. Skerven, 1921 Lincoln St., Wisconsin Rapids, Wis. 54494.

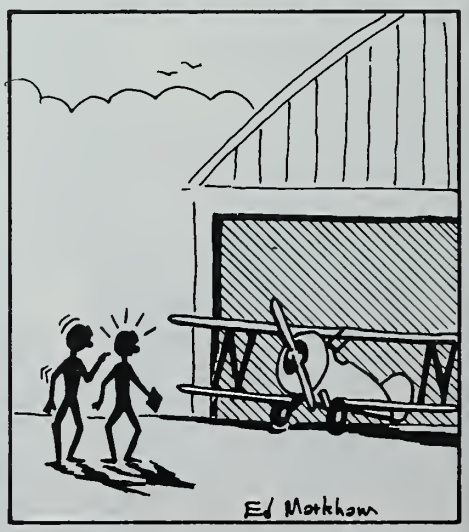
• USS *Taylor* (DD 468)—Reunion Oct. 18, 1980, in Torrance, Calif. Contact John Kinder, 307 W. Enos Dr., Santa Maria, Calif. 93454.



"What do you think about the new fuel efficient plane?"



"Okay, I guess, but . . ."



"Will it keep pace?"

Stern Shots

The many colored jerseys worn by crewmen on a Navy aircraft carrier may seem a bit confusing to some. However, each flight deck crewman wears a colored jersey to indicate his specific job on deck. See if you can match the color with the job.



1. Yellow	_____	A. 'Worker bees'
2. Blue	_____	B. Hospital corpsman
3. Red	_____	C. Fueling crew
4. Green	_____	D. Crash crew
5. Brown	_____	E. Aircraft spotters
6. Purple	_____	F. Catapult crew
7. White with a red cross	_____	G. Plane captain

Answers: 1-E; 2-A; 3-D; 4-F; 5-G; 6-C; 7-B

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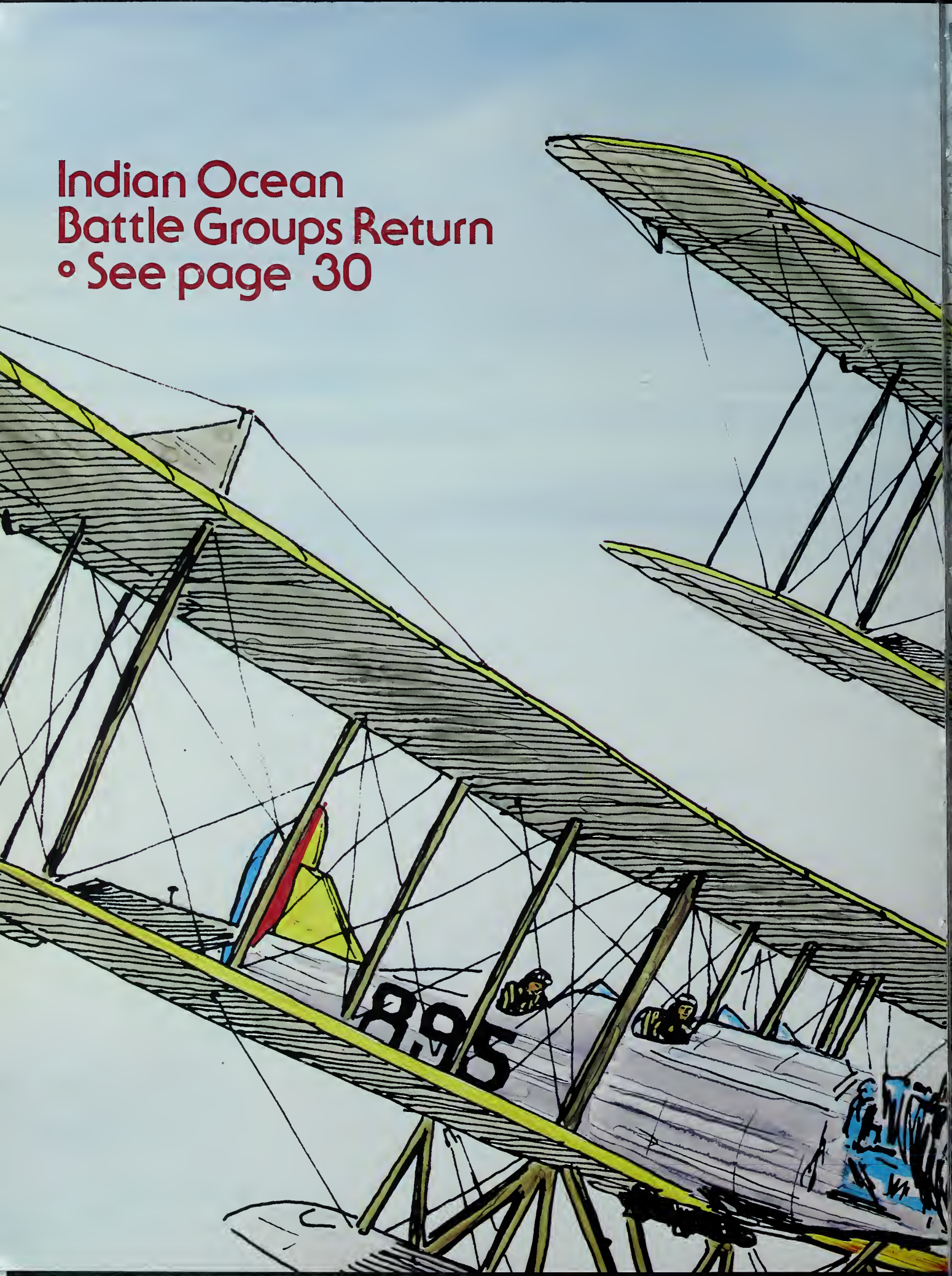
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Indian Ocean Battle Groups Return

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JUNE 1980



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Life at Sea aboard Mississippi

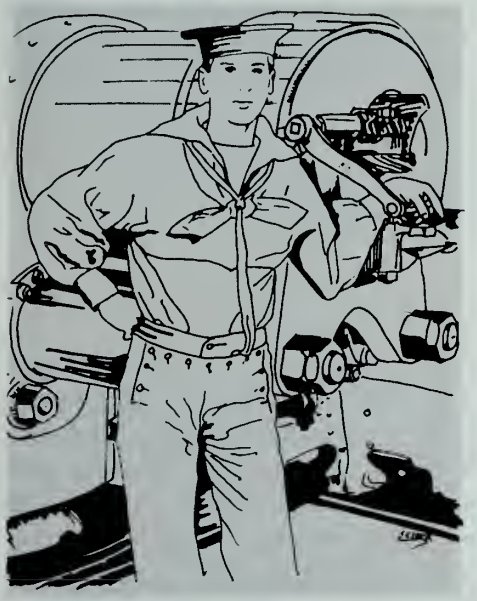
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Team effort—Admiral Harry D. Train, II, Commander-in-Chief, Atlantic Fleet, talks with Marines embarked in USS Nassau *(LHA 4), while the 40,000-ton general purpose amphibious assault ship was on a recent goodwill trip to the Caribbean. The 400 Marines aboard represented ground, air and logistical support units from Camp Lejeune, Cherry Point and New River, N.C., and Norfolk, Va. (Photo by D.R. Mohr.)*



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JUNE 1980 NUMBER 761

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Back: Flag photo taken at Sugar Grove, W. Va., by Jerry Atchison.

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Currents

Gasohol Authorized for Government Vehicles

Navy activities and organizations operating administrative use motor vehicles are now authorized to purchase and use gasohol—a mixture of 10 percent alcohol and 90 percent unleaded gasoline. It is difficult to predict immediate effects of this action, but in the past, the Defense Fuel Supply Center (DFSC) has encountered problems securing contracts to supply all required unleaded gasoline for military use. Activities indicating willingness to accept gasohol or a combination of gasohol and unleaded gasoline may have better luck contracting for required amounts. This ruling extends to users of government credit cards such as recruiters. The inclusion of gasohol for use in government vehicles is in keeping with an announced presidential goal that 10 percent of all unleaded fuel used in the United States shall be gasohol by 1981. Technical information on gasohol use is available from the transportation division, Naval Facilities Engineering Command AUTOVON 221-8189 or commercial (202) 325-8189.

"Little Beavers" Return to San Diego

The "Little Beavers" of Destroyer Squadron 23 (DESRON 23) returned to San Diego on May 2, ending a six-month deployment to the Western Pacific for men of the five ships. DESRON 23 earned its nickname during World War II while under command of Commodore (later admiral) Arleigh "31 Knot" Burke. The ships each performed a variety of missions during the squadron's deployment. USS *John Paul Jones* (DDG 32) operated in the Indian Ocean for four months as a part of *Coral Sea*'s battle group. In one segment of the Indian Ocean deployment, the ship spent 60 consecutive days at sea. Underway 73 percent of her deployment, the ship also visited several Far East ports. USS *Schofield* (FFG 3) also served as part of *Coral Sea*'s battle group in the Indian Ocean, steaming more than 60,000 miles while accompanying that carrier. USS *Paul F. Foster* (DD 964) operated in the Indian Ocean, steaming with the USS *Nimitz* battle group. With the end of this cruise, *Foster* became the first of the new *Spruance*-class destroyers to complete two deployments to the Western Pacific. The "Littlest Beaver," USS *Bronstein* (FF 1037), participated in several ASW exercises while deployed. In addition to making several port calls, crew members from *Bronstein* wrapped up wins in both the COMUSNAVPHIL and Southwestern Pacific Regional Basketball Tournaments. USS *Albert David* (FF 1050) took part in several ASW exercises conducted in the Western Pacific and experienced an exciting Christmas holiday season by conducting a festive celebration for children at Nigaritta Orphanage in the Philippines. All DESRON 23 ships hosted "Tiger Cruises" for fathers and sons of crew members during the Hawaii-to-San Diego leg of the return voyage.

Diving School Moves to Florida

The Naval School of Diving and Salvage in Washington, D.C., closed on June 1, and on that same date, the new Navy Diving and Salvage Training Center opened its doors in Panama City, Fla. The move placed the Diving School in new facilities in Panama City. It is expected the Florida weather and clearer water conditions will enhance training opportunities. The Navy Diving School in Washington had been in operation since 1926. Its last students graduated on May 2. The Navy Diving and Salvage Training Center in Panama City will offer 16 courses of instruction at the class-C level as opposed to seven offered in Washington, D.C. The courses run the spectrum from basic techniques to those covering subjects on the frontiers of diving technology. Approximately 350 students are slated to undergo training there during the school's first year of operation.

Naval Districts to be Disestablished

All naval districts, with the exception of Naval District Washington, D.C., will be disestablished on Sept. 30. This change is being made to streamline the Navy's organizational structure. The functions and resources of the currently operating districts will be transferred to naval bases in the areas as follows:

—Fourth Naval District functions and resources will be assigned to Naval Base Philadelphia.

—Thirteenth Naval District functions and resources will be transferred to and used to establish Naval Base Seattle.

—Fifth, Sixth, Eighth and Eleventh Naval Districts, which currently have no resources, will also be disestablished.

Community relations and area coordination will continue to be the responsibilities of naval base commanders and the chief of naval reserve as CNO area representatives.

Frocking Policy Liberalized

The practice of frocking—authorizing officers selected for promotion to 0-6 or below and petty officers selected for advancement to a higher grade to assume the title and wear the uniform of the grade to which they are selected—has been liberalized. Under the new policy, an officer or petty officer selected for promotion to a higher paygrade is now permitted to assume the title and wear the uniform of that higher grade. In the past, the person had to be serving in a billet designated for the higher grade before frocking could occur. Frocking, however, does not authorize paying of the higher pay and allowances, nor does it authorize increased disciplinary powers under Article 15 of the UCMJ. The new policy does not extend to persons serving in joint service billets unless they are serving in a billet calling for the higher grade (same as old frocking policy) nor does it allow personnel in joint organizations to be frocked so long as they are serving with personnel of another service who are of the same grade but senior in date of rank. Such frocking also may only be performed with concurrence of the appropriate joint organization. Frocking is voluntary for the officer or petty officer selected for a higher paygrade. Diary entries reflecting frocking are neither required nor desired. Details of the new policy are contained in ALNAV 042/80 which also cancels ALNAV 046/79 and NAVOP 153/78.

Cost-Conscious Vacations

Pick One Close to Home

With inflation climbing and last summer's gas lines a haunting reminder, a family vacation this year may seem to be only a wish.

But even in this year's economy, you can have a vacation inexpensively and within a 100-mile radius of most stateside naval installations. Looking at what's around a few major installations, a Navy family can choose from a far-flung selection of outdoor and city vacations. Most can be fitted into any budget; many rely on seldom tapped modes of transportation such as the "shoe-leather express" and "pedal power." All it takes is imagination and a sense of adventure.

All Hands *researched a few inexpensive vacation ideas that afford a variety of recreational outlets. During the research, a family was allowed only one tank of gas and the use of any local mass transit system. The vacation ideas and locales used are only examples of what can be done based on travel information obtained from various sources.*

Tent Camping

One simple, inexpensive vacation is a family camping trip. Tent camping is simplicity itself; it refreshes both body and mind. It also affords millions of Americans a visit into our natural heritage. Many Navy families are stationed only a short distance from a mountain valley or seaside beach where they can pitch their tents.

At first glance, camping equipment might seem expensive but it's one of the best vacation buys around today. Good outdoor equipment has a usable lifespan of about 10 years. A family of four can purchase a camping outfit for less than what they would spend in two days at a motel for bed and board.

For the novice campers, renting equipment offers an economical way of finding out whether or not a camping vacation is for them. Most Navy recreational services rent camping equipment at reasonable fees as do local outdoor equipment shops.

"Bring your own" is the essence of camping. The basic equipment required for a camping trip is—a tent, sleeping bags, a camping stove, a fuel container and fuel, a camping lantern, cots or mattress bedrolls, a cooler, water container, matches, and a first-aid kit. Other items to consider for an outdoor excursion into nature's domain are an ax, a shovel, metal buckets, a flashlight with extra batteries, and several yards of rope. In the wild, children seldom find time for boredom but it's a good idea to bring along some games, books, and a deck of playing cards. Also bring along the family bicycles to tour the park or forest.

Food supplies for your camping trip can be found on your family's kitchen shelves along with the necessary cooking utensils. No special menus are needed; the meals a family enjoys in the confines of their home can be enjoyed in the wilderness. An extra benefit is that fresh mountain air sharpens appetites. Even though most developed campgrounds have "good" water available, it's wise to carry an emergency water jug.

In many campgrounds, especially the heavily used ones, firewood is scarce and seldom supplied. Cutting forest and seaside vegetation in or near a campground is usually prohibited. Thus, camp cooking requires a camping stove. The barbeque-type pits often provided at campgrounds are fine for an occasional cookout or weenie roast. Charcoal cooking is just the thing for those summertime backyard cookouts. But, in general, both are inconvenient for cooking every meal while you're camping.

Choice of proper clothing can make or break a camping trip, especially in early summer when a chill can set in after dark. So, it's important to match clothing to climate. In general, the best answer is the "layer" system whereby a camper puts on or peels off clothing to keep comfortable. Even when summer days are scorchers, it's still wise to bring along a change of warm clothing, especially for children.

Now, with all the equipment gathered, a campground must be selected. First-timers should pick one close to home. A Navy family can contact their state's office of tourism or check with the base's recreational services for a listing of public and private campgrounds in the vicinity. At public campgrounds, the overnight camping fees run about $4 while private campgrounds charge about $6.

Summer months are usually the peak season for camping. However, national parks and forests, within reach of most major metropolitan areas, offer a year round spectrum of outdoor recreation. Navy families at the Naval Air Stations Brunswick, Maine, and Jacksonville, Fla., as examples, are offered mountain tops and seaside escapades, respectively.

Within half a tank of gas from Brunswick lies White Mountain National Forest and Acadia National Park.

White Mountain, in New Hampshire, encompasses more than 1,500 square miles of rolling, round-shouldered Appalachian mountains and dense hardwood forest, including the 15-mile Presidential Range. Dozens of hiking trails beckon the family into the forest. And Acadia National Park on Mount Desert Island offers surf-splashed cliffs crowned with mountain forests and lakes sheltered by steep slopes. A system of gravel roads constructed in 1915 (for carriages) forms bike trails over the island. Today, the park preserves about 16 miles of the road system free from "Detroit Iron" for cyclists.

Jacksonville families have several Florida state parks bordering the Atlantic with white sand beaches, caverns, springs, and clear streams for a hodgepodge of recreational activities. A unique adventure also waits northwest of Jacksonville just across the state line. There the Okefenokee National Wildlife Refuge sprawls over the southeastern corner of Georgia.

In this vast swamp, where you can get a fascinating glimpse of wildlife, channels form a maze through the moss-covered cypress trees. At the main entrance, you can choose from among self-guided or guided tours, walking trails, canoe trips, swamp exhibits, and picnic facilities. General camping is not permitted but campers can rent a canoe and follow well-marked canoe runs into the swamp. Other more developed campgrounds are located in Waycross State Forest, north of Okefenokee.

With a park or forest selected, the car loaded, the family packed in, an outdoor vacation in America's heritage begins.

Once a campsite is found, park the family car, set up camp, and begin to enjoy the natural beauty on foot or on family bicycles.

When you and your family become confirmed campers, you can turn any three-day weekend into a mini-vacation and find any excuse for a weekend camping jaunt. The only limitation on how often your family camps is your family budget.

Wilderness Camping

As campers gain experience, a new adventure beckons many into one of today's thrill sports—wilderness camping.

There are still a few isolated areas in America where the stillness is disturbed only by the rustle of wildlife or the rambling of a mountain stream. To enjoy this special experience, you'll have to pack what you need on your back and hike into the wilderness on foot.

Millions of Americans find wilderness camping forces them to choose between essentials and desireables. Backpacking equipment is expensive and money should be spent on only essential equipment. Urban life fosters many dependencies but in the wilderness you depend upon yourself and the few worldly goods on your back.

Navy wilderness buffs in Bremerton, Wash., are at the threshold of the Olympics, one of the nation's wildest



mountain ranges, and the North Cascades or the American Alps.

Beautiful as the areas are, they shouldn't be tackled solo. Backpackers should travel in pairs or in groups of four as recommended by backpacking experts.

Both Olympic National Park and North Cascade National Park offer wilderness trails where you can enjoy an old-fashioned family picnic or an extended trek. In addition, part of the National Trail System's Pacific Crest Trail runs along the base of Mount Rainier and through the North Cascades, offering a once in a lifetime wilderness adventure.

The North Cascades embrace alpine scenery, snowcapped peaks, cascading streams and foothills covered with softwood forest crisscrossed with about 350 miles of hiking trails. In the Olympics, more than 600 miles of trails thread through a forest of evergreen giants and alpine meadows.

Meanwhile, the Puget Sound area offers an endless array of seaside campgrounds for family enjoyment. And, in several cases, an ordinary family picnic can be turned into a vacation with short trips to nearby beaches and longer trips by bus or ferry to various other beaches surrounding the Sound.

City Vacations

For those who prefer the sights and sounds of the city to a wilderness experience, most urban areas offer possibilities. While the family car sits in the garage, your Navy family can spend an inexpensive vacation on the city streets by using the local mass transit system or by trying family bicycling. The key to a city vacation is to take shorter, more frequent trips, especially on weekends, and to select destinations and activities that will interest both youngsters and adults.

Freebies

With the annual outbreak of spring fever, many cities plan open-air concerts, special displays, street fairs, art exhibits and other programs aimed at helping city dwellers forget the heat and smog while not ruining their budgets. These summertime freebies can turn an ordinary weekend into a stimulating mini-vacation. To find out about these programs, consult your local newspaper or call your local park authority.

Parks and Zoos

In the San Diego area, Navy families can enjoy extended family picnics at several city and state parks or take a vacation trip into California history, science, culture and recreation.

San Diego parks and its nationally famous zoo offer educational and recreational adventures for a family. First obtain a list of parks in the area from the local chamber of commerce, plan a daily itinerary of parks to visit, and check the bus schedule and routes. To save money, plan a picnic menu or make a list of inexpensive restaurants for lunch. What your family sees and does, is limited only by what's available, your imagination and your budget.



Amid 1,400 wooded acres, San Diego's Balboa Park forms a center of recreational and cultural activities. Housed within are a variety of sporting facilities such as tennis and basketball courts along with the zoo, a space theater and a museum of man.

At the San Diego Zoo, more than 4,000 animals attract visitors to a day's safari. Its botanical garden of exotic plants and flowers is perfect for a nature trip.

After the zoo safari, take a one-day outer space stroll into the $4.5-million Reuben H. Fleet Space Theater and Science Center. The computerized planetarium can project 10,000 stars on the nation's largest hemisphere dome and duplicate, as well, space trips to the moon and other planets.

Navy families looking for an endless bounty of salty adventures have several parks and miles of beaches to enjoy such as Torrey Pine State Park. Torrey, a reserve for the rare torrey pine trees, overlooks the rugged California shoreline where swimming, skin diving, and sunbathing are favorite pastimes.

Museum Touring

Another city vacation is museum touring. In most large cities and neighboring communities, a wide selection of art galleries and educational and cultural museums are open to the public.

Museum admission fees run the gamut from free to more than $5; however, many museums are free only at specific hours and days. With careful planning, a Navy family could have a free museum touring vacation by taking advantage of these times. Your only cost would be food and bus fares.

To plan your tour, first contact the local chamber of commerce for a listing of museums and art galleries. Plan an itinerary of shows and exhibits and lay out a tour in conjunction with local bus routes and schedules. In between museum visits, a family can also plan a mini-tour of local restaurants to sample different cuisines—or, the family's gourmet can pack an epicurean picnic lunch.

In the Great Lakes area, Navy families can fend off the summertime blues and heat by visiting several museums along the local bus routes. A few museums open for a Navy family's summer touring offer attractions ranging from the more than 500 strange and bizarre oddities assembled by the famous journalist Robert L. Ripley to an antique auto exhibit of more than 100 restored classics along with a 1930s arcade. On the scientific side, a family can push buttons, turn cranks, lift levers and operate computers in hundreds of exhibits demonstrating scientific principles and industrial applications. Or, they can venture into the primordial world of 150 million years ago through exhibits of fossilized prehistoric remains and artifacts of early civilization.

Historical Villages

A vacation planned around history and historical figures offers yet another inexpensive and energy conscious vacation for Navy families. American history encompasses each community and most record their heritage with landmarks and monuments or restored villages.

A vacation starts by contacting the local chamber of commerce or state office of tourism for a listing of historical sites, planning an itinerary of places

Stretching Your Gas

The typical American drives more than 11,000 miles a year and uses a little more than two gallons of gasoline a day—that's on an average. Of that, about 33 percent is used for social and recreational driving, including vacation trips and pleasure rides.

Whether it's a weekend trip or a long vacation, drivers can really cut gasoline consumption if they're careful. The following tips can help you stretch that gallon of gasoline on your next vacation trip.

- Choose a vacation where you won't need to use your car.
- Plan motoring vacations with friends and share costs.
- Pack carefully. Unnecessary weight in your trunk will cut fuel economy; packing baggage on a roof rack creates fuel-robbing air resistance.
- Plan driving routes which allow you to travel at a steady speed.
- Avoid driving during rush hours and other peak traffic times.
- Start early in the day so you'll minimize the need to use your air conditioner.
- Plan your meal stops to coincide with peak traffic periods.
- Travel at moderate speeds.
- Use smooth "foot work" for good gasoline mileage.
- Avoid extended warmups.
- When the engine is cold, depress the accelerator once to set the automatic choke—added pumping only wastes gas.
- When you approach a hill, build up speed early. With manual transmissions, shift as soon as possible before the engine begins to "lug."
- The most fuel-efficient time to use air conditioning is during open road driving. The least efficient time is in stop-and-go traffic.
- Be sure spark plugs are clean and firing properly.
- Check points.
- Replace clogged or dirty air filters.
- Make sure automatic choke functions properly.
- Adjust carburetor air-fuel mixture.
- Make an oil change a part of every tuneup and use the weight oil recommended in the owner's manual.
- Make sure tire pressure is correct and wheels are properly balanced and aligned.
- When you fill up with fuel, use the correct octane for your car.

Taken alone, each measure only effects a nominal saving; together they can have a significant impact on dollars saved at the pumps and better gas mileage.

and checking on bus routes and schedules.

Our nation's capital holds numerous avenues for Navy families stationed there to retrace American history. Historical monuments and sites are open to the public as are many government buildings such as the Bureau of Engraving and Printing and the FBI that offer public tours Monday through Friday. All are easily reached on the city's mass transit system.

Many cities across the United States are preserving their heritage in the restoration of villages. Several such villages are within easy commuting distance of the D.C. area.

On its outskirts lies Old Town Alexandria, Va., with its colonial flavor and imposing brick houses accented with ultra-modern offices and shops. Several of the historical houses and shops have been restored to their original states.

Visitors stroll the main streets of "Virginia's Gateway to the South" and step back into history through the doors of Ramsey House, the 1724 home of the city's Scottish founder and first postmaster, and the Carlyle House, Alexandria's grandest mansion and the house where English governors proposed taxation without representation, one of the hated laws that helped spark the American Revolution.

Walk along the cobblestone streets of Gentry Row and Captain's Row to view the early American homes (now privately owned) that belonged to sea captains when Alexandria was a thriving seaport. And stop in at the Old Apothecary Shop, now a museum of early medical ware and handblown glass containers.

A short bus ride south to Fredricksburg, Va., once a major port of colonial Virginia and a strategic civil war city, will give you an unusual one-day break.

After its founding in 1727, Fredricksburg emerged as a major port and crossroad town on the main road from the North to the South. It was for this reason during the Civil War that both sides fought for control of the principal land route between Richmond, Va., and Washington, D.C.

Visitors can wander across the battlefields of Fredricksburg, Chancellerville, the Wilderness, and Spotsylvania Court House or visit the Jackson Shrine, the spot where Confederate General "Stonewall" Jackson died, and the Richard Kirkland Monument, a sculpture of Confederate Richard Kirkland giving water to Union soldiers wounded during the Fredricksburg campaign.

But not all the sights are of war memorials in "America's Most Historic City." Fredricksburg is the home of the James Monroe Law Office-Museum and Memorial Library, High Mercer Apothecary Shop, and the Rising Sun Tavern. These buildings and many more were preserved so that today's Americans could sample southern living and hospitality.

With the above cost-conscious ideas in mind, plus their own imaginative additions, Navy family members can enjoy successful, inexpensive vacations. They can take the time to learn about their own parts of America.

Tents and Campfires

With the annual outbreak of spring fever, Americans flee from the stale air of office prisons into the outdoors. Millions flee the asphalt jungle with their fast food outlets and 24-hour supermarkets to head for wilderness playgrounds.

There, the aroma of fresh coffee and the sizzling snap of frying brook trout drifts through the tent flaps to clear smog-clogged senses and herald a new dawn. Drowsy campers awaken amid America's crown jewels—

- cypress swamps and sand pines in the South.
- alpine meadows and great fur forests of the Rockies.
- sprawling hardwoods of the Midwest and the Appalachians.
- giant sequoias of the Sierras.
- lush greenery of New England slopes and countryside.
- the rugged Pacific coast or the Atlantic seashore.

Regardless of the outdoor activity, these priceless gems offer an array of summer and spring recreation — plus an untold fortune in winter and fall pastimes for the adventurous.

This great U.S. treasure chest affords numerous recreational outlets: swimming, boating, camping, backpacking, hunting, fishing, water-skiing, canoeing, horseback riding, berry picking, rock collecting, bird watching, sailing, picnicking, bicycling, skiing, winter camping, snowmobiling, ice boating, mountaineering, and several other activities involving land and water.

Today, billions of acres of federal lands and waterways comprise the nation's most useful recreational and economical resource. These acres are national assets managed for public use and held in trust for future generations of Americans.

These treasures are managed by seven federal bureaus or agencies: Bureau of Land Management, Forest Service, National Park Service, Fish and Wildlife Service, Army Corps of Engineers, Tennessee Valley Authority, and Water and Power Resource Service.

Outdoor recreation has increased now that Americans have more leisure time. By the year 2000, it's expected that the number of Americans retreating to the wilderness will triple.

Use of the nation's forests for many purposes is a tradition dating back to our forefathers. Today, the national forests attract outdoor buffs in numbers greater than the western migration of the last century.

The 154 national forests, managed by the Forest Service, provide Ameri-

cans with campsites ranging from roughing it on the sylvan trail to the standard forest service campground complete with paved roads, water, and sanitation facilities.

"Most campgrounds are run on a first-come, first-served basis with the exception of 27 national forests in California that take reservations due to high usage," said Jim Bossi, head of the Forest Service Developed Recreation Sites. "Most campgrounds allow a family to camp up to 14 days but some of the heavily used forests allow only a seven- to 10-day stay during their peak season."

Most national forests are open year round and do not charge entrance fees. The only fees charged are for overnight camping or use of other developed recreation areas.

A portion of the forests are wilderness areas. While many remote sections are underused, certain other areas and trails have been receiving increasingly heavy use. To prevent the overuse and destruction of these areas by visitors, wilderness permits are required which can be obtained from a ranger station.

These wilderness areas reflect the nation's heritage. They're preserved as roadless areas where the earth and its natural life are unsoiled by man. These areas also ensure future Americans an opportunity to test their pioneering skills over a network of hiking trails and picturesque rivers and streams where wildlife can be found in natural settings. Man leaves only his footprints but takes away priceless memories.

Parks, monuments, recreational areas, and historical sites constitute the National Park System.

The natural parks conserve the natural scenery and historical objects in 320 parks across America. Of these, about 100 have campgrounds open to the public with 36 parks as the main core.

The camping facilities are on a first-come, first-served basis with the exception of seven major parks: Dinosaur National Monument; Mount McKinley; Acadia and Grand Canyon National Parks; Chickasaw National Recreation Area; and, the Cumberland Island and Point Reyes National Seashores. All these require reservations—forms can be obtained by writing the appropriate park superintendent.

While summer is usually considered the best time to visit a national park, many campers find autumn superior. As more parks are open year round, autumn offers campers an opportunity to enjoy the solitude.

Camping facilities in most national parks range from primitive wilderness campsites that may be nothing more than a clearing to well-developed sites with water and complete sanitary facilities. Backpacking in the remote areas, just as in the national forests, requires a back-country permit.

The National Wildlife Refuges, under the management of the U.S. Fish and Wildlife Service, also are instrumental in preserving our precious American lands and waters.



Pick One Close to Home

The 400 national refuges allow a glimpse of unique wildlife and afford an opportunity to see wildlife in its natural habitats. Traditionally, the refuges in most parts of America allowed only limited recreational use. However, in recent years, more wildlife-oriented recreational activities have been allowed with the provision that they do not conflict with the wildlife resource.

"Wildlife is number one priority in the management of refuges and the needs of man are secondary," said Ronald E. Dorsey, Fish and Wildlife Service Recreation Specialist. "Usually, these areas are where the wildlife have been migrating to long before the coming of man.

"The public is welcome at any refuge," he added. "However, some areas are very isolated and have no overnight accommodations, either in the refuge or nearby. Refuges close to urban areas usually have commercial lodging or private campgrounds nearby.

"Most of the refuges are day-oriented with use limited from sunrise to sunset," said Dorsey. "There is very little, if any, overnight recreation."

Nevertheless, some of the refuges do permit limited backpacking. Back-country permits are required and are issued by the refuge visitor center on a first-come, first-served basis. Backpackers should contact the refuge in advance to find out specific requirements.

Several man-made gems were added to the nation's strongbox by the Water and Power Resource Service (WPRS) and the Army Corps of Engineers. Most of the land and waterways under these agencies are located close to urban areas and afford an excellent recreational spot for low-cost vacationing.

Almost 75 percent of the man-made reservoirs and other bodies of water constructed by the WPRS are within an hour's drive from metropolitan areas in the 17 western states. The lakes under the Corps provide a sound recreational base with more than 60 percent of them located within a 50-mile radius of metropolitan areas.

These water-oriented recreation oases offer mostly daytime recreational use. Some also offer camping—from the primitive to the very sophisticated sites for recreational vehicles.

Both agencies' waterways for recreational use are operated by local, county, state agencies or private concessionaires.

Besides water sports, WPRS areas offer some off-road usage in specially designated areas and abundant biking trails.

As interests in biking mushroomed recently across America, a growing network of modern two-wheel freeways is winding along the WPRS canals. The California Aqueduct Bikeway is the largest and most ambitious project currently under way. When completed, the 20-foot wide asphalt strip will snake 444 miles through the middle of California. Water, restrooms, and picnic tables will be furnished at rest areas every 10 miles. Other biking trails along or near other WPRS waterways are mostly gravel access roads. Even so, they furnish cyclists with an economical opportunity to break away from their automated urban environments.

Another oasis offers 600,000 acres of waterways and 11,000 miles of shoreline—the seven lakes constructed by the Tennessee Valley Authority.

As might be expected, fishing is one of the most popular pastimes in the valley but not the only one. The lakes are used for almost every kind of boat-



ing, and camping facilities are located along the shoreline with other public access areas.

One valley haven is the Land Between the Lakes. Located between Kentucky Lake and Lake Barkley, the 170,000-acre peninsula serves as an outdoor demonstration in recreational and environmental education. It's located away from all commercial establishments, including gas stations, where a camper can choose a campsite amid nature or one amid the conveniences afforded by a recreational vehicle. Other features include a herd of buffalo, an archery range, a horseback riding campground, 2,500-acre off-the-road vehicle area, a variety of hiking trails from a quarter of a mile to 60 miles in length, a canoe trail, 25 miles of biking trails, and several other outdoor recreational areas.

The final treasure is the land under the control of the Bureau of Land Management (BLM). Approximately 170,000 acres in the 48 states, plus 240,000 acres in Alaska, are managed by the BLM with 29 recreational areas and 12 primitive areas. Included are wild and scenic rivers, the Pacific Crest Trail, the King Range and California Desert Conservation Areas.

Whatever reason Americans give to flee the confines of urban life, vast sections of the nation are preserved for their use and recreational enjoyment.

—Story by JO1 James R. Giusti

Write Ahead for the Facts

For further information on regulations, recreational opportunities and nearby attractions, write to the following federal offices:

Director
Water and Power Resource Service
Dept. of the Interior
Washington, D.C. 20240

Bureau of Land Management
Div. of Recreation and Cultural Resources
Dept. of the Interior
Washington, D.C. 20240

Director
U.S. Fish and Wildlife Service
Dept. of the Interior
Div. of National Wildlife Refuges
Washington, D.C. 20240

Office, Chief of Engineers
Department of the Army
Washington, D.C. 20314

Director
Forestry, Fishery, and Wildlife Development
Tennessee Valley Authority
Norris, Tenn. 37828

Director
National Parks Service
Dept. of the Interior
Washington, D.C. 20240

For general information on national forests write to the Forest Service regional offices.

Northern Region:
(Idaho and Mont.)
Regional Forester
USDA Forest Service
Federal Building
Missoula, Mont. 59801

Southwestern Region:
(Ariz. and N.M.)
Regional Forester
USDA Forest Service
517 Gold Ave., S.W.
Albuquerque, N.M. 87102

California Region:
Regional Forester
USDA Forest Service
630 Sansome St.
San Francisco, Calif. 94111

Rocky Mountain Region:
(Colo., S.D., and Wyo.)
Regional Forester
USDA Forest Service
Box 25127
11177 W. 8th Ave.
Lake Wood, Colo. 80255

Pacific Northwest Region:
(Ore. and Wash.)
Regional Forester
USDA Forest Service
319 S.W. Pine St.
Portland, Ore. 97208

Southern Region:
(Ala., Ark., Fla., Ga., Ky., La., Miss., N.C., S.C., Tenn., Va., and Puerto Rico)
Regional Forester
USDA Forest Service
1720 Peachtree Rd. N.W.
Atlanta, Ga. 30309

Alaska Region:
Regional Forester
USDA Forest Service
Federal Office Building
P.O. Box 1628
Juneau, Alaska 99802

Intermountain Region:
(Idaho, Nev., Utah and Wyo.)
Regional Forester
USDA Forest Service
324 25th St.
Ogden, Utah 84401

Eastern Region:
(Ill., Ind., Ohio, Mich., Minn., Mo., N.H., Maine, Pa., Vt., W.Va., and Wis.)
Regional Forester
USDA Forest Service
633 West Wisconsin Ave.
Milwaukee, Wis. 53203

Life on the Mississippi

A snowball whizzes by his left ear as an attacker laughs in the distance. So he grabs a handful of slushy ammunition and molds a spherical response of his own. Sneaking across an open space, he takes careful aim and fires. Others around him join in, and soon a full-scale snowball battle is on.

This isn't winter in New England, or even a short-lived first snowfall in grandpa's backyard. But it *is* a bunch of sailors having fun on the fantail of USS *Mississippi* (CGN 40).

The nuclear-powered guided missile cruiser is the fourth to bear the name *Mississippi.* Its father watched in silence at Tokyo Bay while the Japanese formally surrendered to Allied Forces in August 1945. Its grandfather slipped down to Veracruz in April 1914, after fighting broke out in Mexico, carrying the first group of naval aviators ever to fly combat missions. And its great-grandfather also had occasion to visit Tokyo Bay in 1853, on a peaceful mission of a different kind—as Commodore Perry's flagship when he opened that country to Western trade for the first time.

But the two-year-old cruiser heading toward the Virginia Capes at 20 knots has its own mark to make on the world. From the first touch of the builder's torch to the last touch of the breaker's, this ship's life will be defined by its crew. Feelings of satisfaction, weariness, boredom and exhilaration will be experienced within the confines of its gray-painted skin. The ship will lend its crew a feeling that isn't easily expressed, but readily understood by every sailor destined to serve aboard the "four-oh" cruiser.

But for now, several crew members have feelings which are much more specific as they struggle to bring a huge rubber fender on deck. The boatswain's mate gives encouraging words: "Come on, you guys! Put some *back* into it!" A sailor pulling stubbornly on the rope stops and straightens up. "Man, I ain't *got* that much back—let me go home and get my other spare back, the one with all the muscles." He rubs his hands together, bends over once more and pulls for all he's worth. Sailors learn to make do with what they've got.

Two decks up and a little bit forward, a young hull technician drops a tape with a brass weight on the end down into a small hole in the deck. As he lowers the tape, he turns around and pokes his head into the ship's store. "Hey, how's it goin' today, Mr. Conehead?"

The tall and lanky sailor standing behind the cash register grins widely and lifts his cap, revealing a bald head. "Real fine," and puts it back on. "Real fine. What's goin' on out there?"

"Oh, I'm checkin' the ship for water, man, to see whether or not we're sinkin'. See, I gotta check 32 of these sounding tubes all over the ship, and if the bobber comes back up wet, then I gotta call down to see if there's a leak or if somebody's just fillin' up his bathtub. Even if you and me were treading water up here, but this brass bobber was dry, I'd have to say that we were still afloat." The weight is made of brass so that it doesn't create sparks when it knocks against the metal tube.

Outside, the Virginia shoreline has gone for a vacation below the horizon. Now *Mississippi*'s crew takes pleasure in knowing there's nothing but salt water as far as any human eye can see.

Three crew members stand on the port side in their shirtsleeves. They can do this without shivering because they're huddled in front of a huge exhaust vent blowing hot air. One of the sailors is from USS *Arkansas* (CGN 41), a sister ship still under construction. He's aboard to learn from *Mississippi,* just as its crew learned from USS *Virginia* (CGN 38) and USS *Texas* (CGN 39).

He and his companions stare at some porpoises swimming alongside. He looks a bit farther out and points toward a larger group of fish off the port beam, "Looks like some whales are keepin' us company, too." Sometimes a sailor finds himself working in the world's greatest aquarium. "I remember one time the forward watch reported to the bridge that there were three blue lights' sittin' dead ahead in the water. Well, we went hard to starboard to avoid a possible collision." He chuckles. "Damn thing turned out to be a big old whale out for a midnight swim—moonlight shinin' on his fins made it look blue to the watch."

Maybe the porpoises that leap alongside have heard that story before—from the whale's point of view. They

Standard missile training "shapes" on rails of Mark 26 launcher aboard Mississippi.



Mississippi







seem to be watching the blue-clad figures on deck. Apparently, porpoises consider sailors to be more of a novelty than most of their subsurface acquaintances. "The more guys there are watchin' 'em on deck, the more they like it," adds another exhaust vent dweller. "If we get enough guys out here, they'll start doin' all kinds of tricks—jumpin' over each other and stuff like that—they're real fun to watch.

"All kinds of stuff to watch out here, really. When I was on shore duty, I thought bein' on ship would be quite the drag, but now that I'm aboard, I know it's a lot more interesting than sittin' around on shore all the time."

So the watching appears to be a mutual event. Sailors watch the porpoises, and porpoises watch the sailors to see if they're watching. The dark gray skin of the friendly fish nearly matches the cold choppy grayness of the waves they nose in and out of. Wherever Flipper is, he's probably warmer, but he couldn't look any happier than his Virginia-based relatives.

"Had any good liberty yet?" asks the man from *Arkansas.*

"I guess you could say that," puts in a torpedoman who's been aboard since *Mississippi* was commissioned Aug. 5, 1978. "If you call the Virgin Islands, Curacao and Rio de Janeiro good liberty, then I guess we had it." He amplifies about the Brazil trip. "People down there are *so* friendly—the beaches are just packed, but they sure are nice. Man, you can talk to those folks until your vocal cords give out from exhaustion." He smiles and says again, "Yeah, they're real friendly down there."

Far off on the starboard bow, the aircraft carrier USS *John F. Kennedy* (CV 67) blinks a message over to the signalmen one deck above. The USS *South Carolina* (CGN 37), USS *Milwaukee* (AOR 2), and USS *Yarnell* (CG 17) are somewhere out there too, appearing as orange-hued squares or circles on the combat information center's radar scanners.

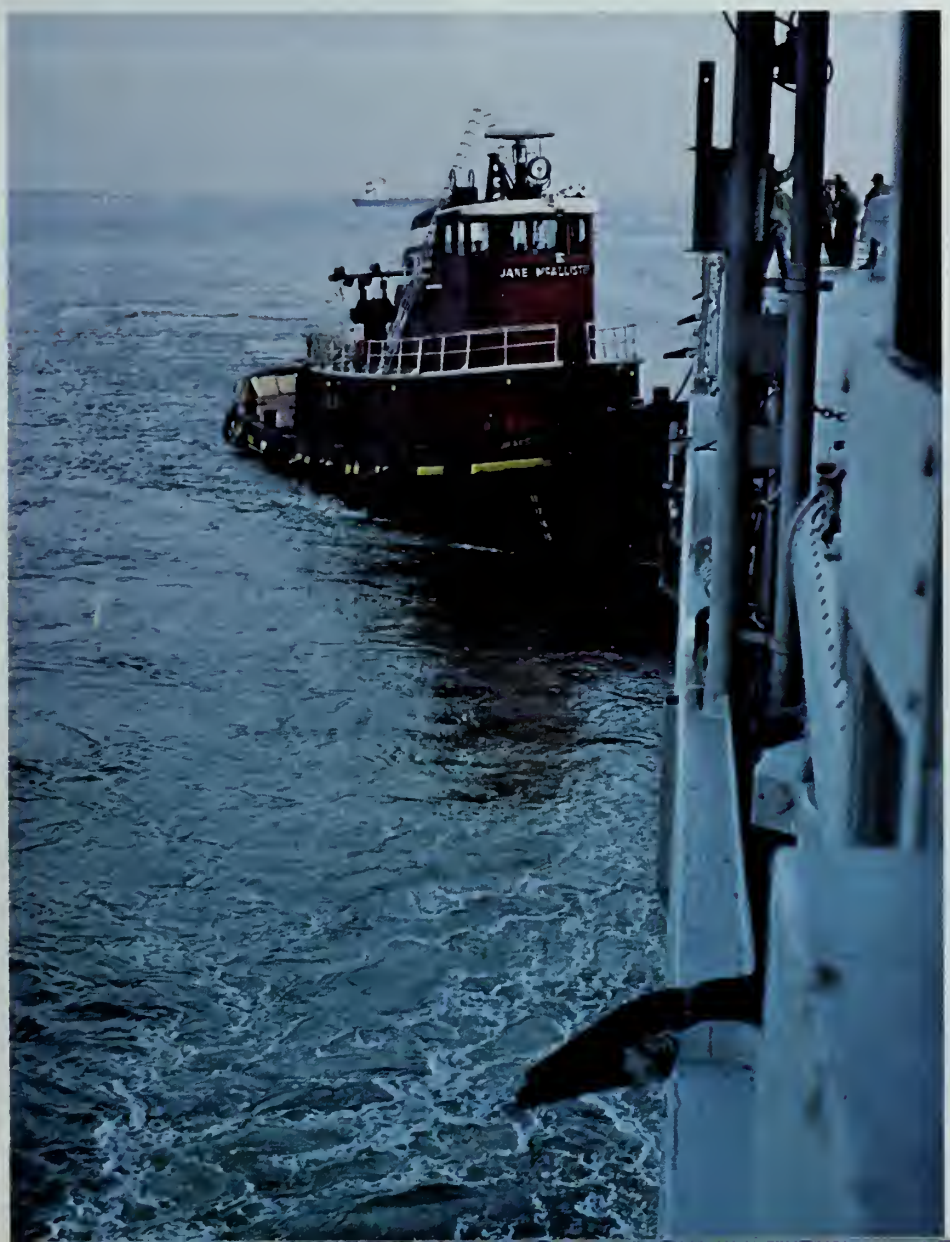
A first class gunner's mate walks up and joins the conversation. "You know, it's kind of a weird thing, going out on liberty in foreign countries. You always hear these stories about sailors getting drunk and tearing up the town. But from what I've seen personally, that just isn't the case.

"I know plenty of guys who take off and visit museums or parks, and check out the local stores and shops. They spend time talkin' to the locals and try to find out something about the country's culture. Then, when they come back aboard and shipmates ask the usual questions, they're embarrassed to give the real answer so they tell the routine story of how they went out and had fun — that's what the others *expect* to hear. But I know for a fact that plenty of these guys are usin' their time constructively. You can always get a drink back in the States, but you can't see Rio every day, or pretend to be a Brazilian in Norfolk."

The gunner's mate says "See ya later" and waves so long to the porpoises, who've begun to feel a bit neglected. He makes his way toward the mess decks. As he moves past doors and watertight hatches on either side of the passageway, scattered bits of conversation penetrate his ears:

"Now the guy who checked your spaces claims that you had *one* pillow on your rack and *another* pillow stashed in your locker. Now I've talked to you about this before and the Navy says that . . ."

"Man, if you knew how old them



Clockwise, from top left: Deck force prepares to man lines; sailor heaves line to sister ship USS Virginia *(CGN 38); tug "Jane McAllister" nudges cruiser into port; USS* Milwaukee *(AOR 2)—links up with* Mississippi *during UNREP exercise.*

cookies are, you wouldn't be eatin' the one he just offered you. Those things were left by a dockworker when this ship was gettin' its keel laid . . ."

"Hey, the captain was down in our spaces today. You know he sings in some kind of classical choir—you know, the kind that does stuff by Beethoven and guys like that with the conductor wavin' his little wand on the platform? He must have some *good* voice to pull off that kind of singing. Can't say that I get into classical music that much—I don't think Willie Nelson ever wrote a symphony—but if he likes what he's doin', then more power to him . . ."

"We've really gone overboard with mess specialists for our crew . . . uh, excuse the pun. There's one food service attendant for every 25 men on board. Usually, the ratio for a ship this size will be 1 to 32 or 1 to 36. Something like that. We had to shortchange our manning a little bit in other areas, but we figured if the guys can't eat right, then they won't be able to work right no matter how many we've got to do the job . . ."

The words echo for a short time against pipe and bulkhead and coiled hose. Quickly, like most words spoken on or off ship, they disappear into the memories of those who found themselves listening, to be remembered much later at the oddest of times.

In the galley, mess management specialists scurry about their work wearing T-shirts that have "4.0" printed on them. A petty officer rushes through the galley, muttering something about crisis management and the games people play. But the problem can't be that critical because he stops long enough to joke with his friend who waits in line for the evening



Lookout gazes toward other Navy ships at Norfolk; sun hangs low in the sky as shipmates talk on fantail.



meal. The line is very long. Aboard ship, lines are always long. Besides, if a sailor ever found himself standing in a short chow line, he'd probably think there was something wrong with the food, and opt for the geedunk machines.

After supper, some of the first class crowd gather into their small but cozy mess area for a nightly ritual of card-playing. Four E-6s are engrossed in a hot hand of pinochle. Between hands, they catch two or three minutes' worth of a movie on TV, "Invasion of the Ant Kingdom." Just when a giant ant is breaking into a telephone booth containing a beautiful, screaming woman, the deal goes down and her plight is forgotten, replaced with a preoccupation for jacks and queens. No ant kingdom could be more exciting than finding out that you and your partner are holding every ace in the deck.

As the sailors play, they talk and the topics of conversation vary. But a lot of them have something to do with *Mississippi:*

"You think you changed *your* living spaces around—if my division was making overtime, our paychecks would be about double the amount. We got ourselves a cutting torch, a sledge hammer, some other tools and rearranged our whole living area. All we did was ask permission and they said to go ahead. And we repainted almost everything, too." He names diamonds as trump and the opposing team lets out a stereophonic "Ohhh, nooo!" After a wave of laughter from the team with all the diamonds, conversation moves on to the question of *Mississippi*'s combat readiness:

"Sure, you can go ahead and say that, but for all intents and purposes, we're an unknown quantity in terms of combat capability," argues a hull technician who works in the general workshop on second deck—the place that has a picture of Mighty Mouse with a blowtorch and welder's helmet stuck on the door. "Nobody really has any idea as to what this ship can or can't do for a very simple and obvious reason—it's never been in combat." He looks over at his partner. "By the way, shipmate, I don't have any more diamonds, just in case you thought I was holding back for a flourish at the end."

"Table talk is *not* permitted aboard my ship, sailor!" shouts a sonar technician on the other team, and slams the table with his fist. The offending player looks surprised and says, "Oh, was that table talk? I was only talking about precious gems. What did you think I was talking about?" The sonar tech ignores the answer and gets back to the previous topic.

"Yeah, you're right about us being untried in combat. You think about the drills we have sometimes, and the guys might not take things as seriously as they could because they know it's not a *real* combat situation. They know that unless somebody falls down and goes boom, no one's gonna be hurt." He plays a card and looks at the rest of his hand and mentions to his own partner, "Hey, you know those precious gems our opponent was talkin' about? Well, I just want you to know I'm a very rich card-player."

And he goes on. "But mister, in a genuine combat situation, when it's an established fact that somebody's gonna be firin' at you in about five minutes, people start to find things in themselves that they never discovered before. All that training suddenly clicks into place—and if someone's standing in the way who's not supposed to be there, he's just gonna be knocked right out of the way because nobody's got the time to ask him what his problem is."

The veteran sonar tech falls silent after this remark, and the only sound at the table is the scrape of worn-out cards as his partner pulls in another trick. Meanwhile, on the video, a scientist in a white smock is on his hands and knees pleading with an amused group of mega-ants. Apparently, he wants his lab assistant back in one piece rather than in installments.

Another member of the pinochle foursome is a machinist's mate who earlier in the day kept some "civvie"-clad visitors out of his classified work spaces because they couldn't produce a clearance. He's been a crew member since *Mississippi*'s pre-commissioning days. he shuffles the deck, someone makes a

Executive Officer, CDR Paul Reason, (left) and the Commanding Officer, CAPT Peter Hekman on Mississippi*'s bridge.*



snide remark concerning the value of "attaboys." He argues the point.

"It may sound superficial, but every once in a while, it's not a bad idea to give somebody a pat on the back for the good job he's done. I mean, we're not asking for a drum-and-bugle corps parading down Broadway or anything like that." He doesn't notice that a card he's been shuffling has fallen onto the deck.

"But when the captain comes down and makes the simple statement, 'You're doing a fine job, Petty Officer So-and-So,' sometimes it makes a big difference in morale—and he does a lot of that. I saw him yesterday helpin' an E-4 change a part down in M-2 division. He doesn't have to do stuff like that, but he does. And you can make jokes about an 'attaboy' plus a quarter being enough to get you a cup of coffee, but I've seen little stuff make a big difference in attitude. I don't see anything wrong with

that." He notices the fallen card, picks it up, deals it to himself and smiles. "But like I was sayin', it's really surprising what a little compliment can do sometimes."

"Yeah, but there's more to it than that," the hull technician says, counting the points in his hand.

"Compliments are fine, but they don't help a guy learn about his job. And the kids coming into the service now really surprise me sometimes. I mean, they're so *curious* about things, they want to learn the inside and outside of everything that has to do with their rates. I'm not running into a bunch of robots that just learn what they're told and nothing else." He lays down the first card of a new hand. "You just can't force-feed someone's interest—it's got to be there already waiting and ready to soak things up."

The first card happens to be an ace of diamonds, and his opponents find something humorous in that. Back on the television screen, all the ants have been repelled and reduced to normal size. The beautiful woman last seen screaming her lungs out in a telephone booth now smiles placidly upon an ant farm in a laboratory. So the show ends with science winning out over mutant menaces.

Outside, *Mississippi* is within ten minutes of securing its main deck because of darkness as the fading sun paints part of the ocean a shimmering red. The porpoises have all gone home, performing their tricks in front of some ancient wreck.

A lone figure stands above the fantail with a sound-powered telephone strapped to his chest. He's all bundled up against the wind; the contractor didn't build a hot-air vent where his station is. The aft lookout will stand his watch four hours before he's relieved. Just him, the ship and the cold water below.

"Needless to say, it's pretty freezing out here sometimes," he says, and pulls a wool cap down over his ears. "And there's not a whole lot of traffic in these waters, so when the sun says bye-bye, it gets very dark—completely dark when the sky is overcast and there's no ship lights around."

He puts a gloved hand in front of his nose. "I can't even see this far in front of me; I know the ship's here because I'm standin' on top of it. But if I was to be lifted six inches in the air, I sure couldn't tell by lookin' that there was a guided missile cruiser under me."

As he talks, *Mississippi*'s aft missile launcher begins to shift its double-barreled head around as if by magic. Like a phantom monster in the twilight, it moves to the left, up and down, back to the right and rises straight up to a vertical stance. A metal cover on deck slides open, and one of the rockets on the launcher suddenly disappears from sight, swallowed in one gulp by an unidentified mouth somewhere below. The ship's launchers are tested twice a day at dawn and dusk—whether they need it or not.

The lookout finishes his comment on a less bleak note. "But I've stood watch plenty of times in other places that were warmer, and I've got to say it's a real nice experience. With a clear sky full of stars and the moon shinin' on the sea, you almost feel like you've died and gone to heaven. It can be that beautiful. And scenes like that are somethin' you can never quite get away from, no matter how cold and rough it might get out here."

The aft launcher stands silent now, and four seemingly curious sea gulls glide above it, waiting for the odd-looking phantom to make another move in their direction. It doesn't. Without any apparent effort, they keep up with the ship—veering, rising and falling with the wind. An eerie noise that sounds like metal grinding against metal filters throughout the superstructure and envelops the gulls, making them a bit eerie, too. Silhouetted against the darkening sky, they could be taken for messengers of ill fortune.

But who ever heard of these constant companions of sailors everywhere being symbols of evil? Certainly not the sea gulls.

Below decks, life on *Mississippi* slows down for the night. The crew has fallen into their underway routine that will last another four days on the Virginia Capes. There will be general quarters drills each day, and an underway re-



plenishment exercise with USS *Milwaukee* (AOR 2). Damage and fire control units will be put through their paces, the combat information center will track real A4 Skyhawks on its radar screens, and the ship will win yet another retention award. But all of that is yet to come.

For the time being, a quartermaster seaman opens his locker and grabs a towel in preparation for a relaxing three-minute shower before he hits the rack. He's talking to a new guy on board who's been trying to find his sea legs all day, but still came up empty-handed by the time shipboard lights went to red.

"It's an interesting ship to me," the quartermaster says while slipping on his shower shoes. "Some guys on board have a bad attitude about sea duty. So they would say that any ship they're on is bad. But I try to hang a positive picture wherever I'm assigned. You know what everybody says, 'You get out of it what you put into it.' Well, this ship's no different. The hull doesn't have any magical powers—it can't change a person's point of view about life."

He grabs a bar of soap and heads for the shower. "Just decide in your own mind that you're going to make the most out of this tour. Everything else should fall into place after that."

When his shower is through, the young seaman lies on his rack, surrounded by red light and metallic sounds as the ship responds to the push and pull of ocean currents.

It's a rocking motion that reminds the sailor there are no parking lots outside, and if he's thinking about ordering a pizza, then maybe he'd better leave off the anchovies because it'll taste salty enough after delivery.

He glances over to a rack with the reading light still on; a shipmate has his nose buried in a badly dog-eared paperback. "Hey, whatcha readin' over there?"

His friend looks up and lays the book across his chest. "Mark Twain, man—'The Adventures of Tom Sawyer'! It's all about this kid and his friends and life on the Mississippi."

And so it was.

—Story and photos by JO2 P.M. Callaghan

The JEA story

The senior enlisted adviser is a familiar figure at virtually all Navy commands. He's the one a sailor approaches when a problem doesn't seem to be getting enough attention through regular channels.

USS *Mississippi* has come up with a variation on this problem-solving theme: the *junior* enlisted adviser (JEA). Six months ago, the command established the JEA position to "assist . . . in matters affecting welfare and morale . . . and promote the effectiveness and efficiency of the chain of command."



Junior enlisted advisers Post, Musantry and Day. Since the position is only open to E-5s and below, Day was superceded as "topside" JEA by Post after being advanced to E-6.

Sonar Technician (Surface) First Class Michael Day, one of *Mississippi*'s first junior enlisted advisers, told how the idea got started.

"Some crew members felt there was a need for a person to interact with the junior people on board—someone who could bridge the gap between the so-called 'old' and 'new' Navy."

With encouragement from the command, two other petty officers—Electronics Technician Second Class Frank Musantry and Sonar Technician (Surface) First Class D.C. Wamsley Jr.—got together and wrote the ship's 5400.2 instruction, which set up the JEA position as official policy. It was decided along the way that two such persons were needed for the nuclear-powered cruiser, one with a nuclear background and the other from the "topside" ratings.

Nominees were chosen from each division and an election was held. The winners: Petty Officers Day and Musantry. Their stint as junior enlisted advisers began on an indefinite note. "When we first started out, we weren't really sure about *what* we were going to do," Musantry said. "But we had the command master chief—Master Chief Operations Specialist Albert Hallman—behind us. He made a lot of helpful suggestions. We started to attend meetings like the planning board for training and the human relations committees. After a few weeks, we began to find out who had the information we needed and where to get hold of them. Being

JEA is the kind of job that has no 'typical day'—we're always playing it by ear."

So the junior enlisted adviser became part of *Mississippi*'s daily life. So what? Did the crew notice?

According to Cryptologic Technician (Collection) Second Class Jeff Post, they did and still do. He recently replaced Day as the topside JEA when the sonar tech was advanced to E-6; the job is open only to E-5s and below. "I've only been on this job for a couple of weeks," he said, "and already people are coming to me. Word's gotten around real fast on the ship and it seems to me the crew's responding in a positive way."

More important than simply being noticed, the advisers have become involved with the crew as problem-solvers. Musantry said, "A guy will seek us out with a personal problem he feels isn't being handled correctly. In a case like that, we might arrange a meeting between him and the chaplain. Sometimes, crew members feel uncomfortable about going directly to the chaplain himself, or anyone else of high rank and authority."

While some of the problems are of a personal nature, most have to do with policy matters aboard ship, and this is where the JEAs' knowledge of information sources pays off.

"We're kept aware of the ship's operational schedule and specific things going on for a few weeks in advance," Day explained, "as well as a general understanding of what's being planned for an entire quarter. This information is really valuable because we're mingling with the crew all the time, and can squelch rumors before they get started. I suppose you could call us policy experts for the ship."

Musantry added, "The crew is really interested in knowing *why* a certain instruction has been brought out. We play middlemen between the individual's point-of-view and the command's rationale for setting a policy."

Adequate information seems to be one of the essential keys the JEAs have been supplied with to help unscramble confusion over policy. Musantry claimed they've been given "unlimited access in terms of the people we need to see to take care of a problem, and that includes going to the captain."

Day explained their approach to finding solutions. "We always try to handle the problems at the lowest possible level in the chain of command. There's no sense in going to the captain with everything. You can resolve problems with information; most of the time authority isn't necessary. It amazes me how easily most of these things can be solved once the proper information has been gathered."

Another important element of the JEA position is easier identification among the younger sailors on board. "It's evident that we're filling in an important gap in the communication process here," said Post, the newest JEA. "When I was being interviewed for this job by the command master chief, one of the main points he brought up was that we're in a great position for passing the word. So many younger guys would rather come to an E-5 with their questions instead of approaching an E-9, just for the simple reason that we're closer to them in age and rank."

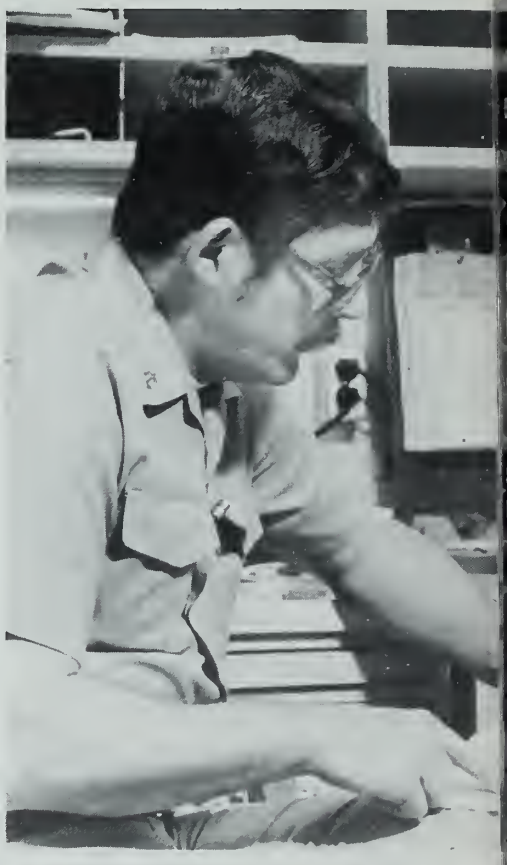
The success story of the junior enlisted advisers is one of accessibility—to the crew and to information channels. Commander Paul Reason, executive officer of *Mississippi*, described the JEA as "a petty officer who's a representative of the crew and a responsible channel for thought, information and input pertinent to the running of this ship."

Junior enlisted advisers may not be a good idea for all commands, but aboard *Mississippi*, they're well on the way toward becoming a key element in the ship's communication network.

The key to retention

Rumor has it that sailors aboard USS *Mississippi* (CGN 40) are reenlisting so they can get off the ship. The rumor is fact.

"Of course it's true," said Captain Peter M. Hekman Jr., the guided missile cruiser's commanding officer. "Virtually all the men who reenlisted on board this ship have gone on to more demanding and challenging jobs. If they're trying to get off my ship for those reasons, then more power to them."



Senior Chief Anderson, leader of Mississippi*'s retention program, makes every effort to match a sailor's personal desires with the needs of the Navy. His efforts have paid off for both.*

Evidently, he's not bothered by the rumor, and neither is Senior Chief Electronics Technician William Anderson, command career counselor.

"There's certainly truth to that," he said. "Usually, a person reenlists for better duty or a school—not to stay aboard the same ship. *Mississippi*'s crew is no different from other ships' crews when it comes to reasons for staying in—it helps if you can give them something better. And we feel that whatever it takes—if we can get someone to commit himself for even one more year, then we're doing the Navy a favor."

If *Mississippi*'s crew is no different from others in terms of what they want

as incentives, then why has its retention rate been so consistently high? Last year, the ship reenlisted 65 percent of those eligible. And the cruiser has managed to stay on the Atlantic Fleet's retention "Superstar" list for 31 of the last 32 months.



"The lack of one reenlistment in December cost us our place on the Superstar list after 29 consecutive months," Anderson said. And there was no mad rush to find that *one* sailor who could fill the quota, then swear him in before he changed his mind. "Of course we were disappointed, but no one said a thing about it. We know these are the kind of short-range objectives we have to let go of sometimes in order to achieve our long-term ones."

The difference is in the retention team's method: a long-range approach coupled with an unusual commitment to the individual. Extra time and effort spent to make reenlistment an attractive and beneficial decision to the sailor is the best way of asking "Do you want to stay in?"

As soon as a new man steps aboard, the retention team is already thinking about him in terms of his next tour of duty. They talk about what programs he's eligible for—like Selective Training and Retention (STAR) or Guaranteed Assignment Retention Detailing (GUARD)—find out what his duty preferences will be after he leaves the ship, and discuss available education programs for high school completion or college degrees.

"Most of the time, people don't see past the short-term benefits," Anderson said. "If we show interest in a person the moment he gets here, then the chances increase for reenlisting him." The career counselor talked about the tendency for people in his business to get caught up in the numbers game—monthly or yearly quotas—and how some commanding officers want to see only immediate gains in retention rather than cultivate a long-range policy.

CAPT Hekman thinks differently. He supports Anderson's retention outlook: making reenlistment a continuous concern and a worthwhile choice. "What we do is get all the positive data together and call the detailer before we even approach the man," Hekman said. "We ask about his options, get commitments from the detailers—they've given us outstanding support in this way—then lay the whole package out to the man.

"Our intention is to make the most attractive offer possible in return for another tour of duty. If that means getting a man off the ship two years ahead of time, then that's exactly what we're going to do."

Anderson spoke about the time consideration. "One of our faults in the Navy is putting a time limit on when a person can reenlist and when he or she can't. Most detailers won't give any guarantees until the six-month period to EAOS is reached. You need special permission to do it, but a sailor doesn't have to reenlist only within a six-month time frame.

"And if a crew member on this ship has special requests, we'll break our backs to try and get them for him. Probably about 50 percent of the cases on board need special attention; sometimes it takes two or three months to take care of a person's request for reenlistment."

Special attention pays off both ways. In a single day aboard *Mississippi* last year, 40 sailors reenlisted. Anderson guessed that $300-400,000 in bonus money was paid out that day. According to him and CAPT Hekman, the lump sum bonus is one of their strongest weapons in the retention arsenal.

Electronics Technician Seaman Bill Oldal thinks so, too. He's been on *Mississippi* since March 1978, and just reenlisted for six years. Oldal also just bought himself a 1980 pickup with the bonus he received. Besides that, he got "A" and "C" school guarantees plus provisions for automatic advancement. Despite the total benefits, Oldal said he wouldn't have re-upped without the lump sum bonus.

There once were six machinist's mates aboard *Mississippi* with two years left on their original enlistments. Now they're all gone—to guaranteed duty with the *Carl Vinson* (CVN 70). Each one also got a lump sum bonus payment. "It was a hassle for the disbursing clerks," Anderson recalled. "But extra work is what puts the Navy ahead in the retention game."

Extra work as opposed to intimidation. One thing the command is careful not to do: push a sailor into a reenlistment that he really doesn't want. "We don't hard sell any of these guys," said Commander Paul Reason, executive officer. "All it takes is one bad example to turn off a lot of prospects. It's that old vision of the career counselor 'trapping' a fellow into four more years—we don't need any of that around here."

With a 65 percent retention rate, it's easy to see why "traps" aren't needed. Anderson believes in his job too much to resort to trickery. "I love the responsibility that goes along with this job, and the recognition I get. If you help someone get what he thought was unobtainable—he's going to remember you."

Many years from now, people who served aboard *Mississippi* in the late '70s will remember a certain guy named Anderson—remember that he cared enough to get them what they wanted from the Navy.



Naval Militia

Forerunner of the Reserves

Mention the word "militia" to most people and they will probably conjure up images of musket-carrying men in tri-cornered hats rushing to a colonial village green. However, few people realize these citizen soldiers had seagoing counterparts—sailors of the naval militia.

By the time of the Declaration of Independence, 11 colonies had some form of state navy to resist the Royal Navy within their state's waters. These navies varied greatly in their size and strength.

The Continental Navy and privateers —those privately-owned ships with civilian crews who shared the plunder from captured British ships—were the mainstay during the Revolution. Although some state navies appear to have accomplished little, others made significant contributions to the defense of their states. Following the war they were disbanded. However, their success may have helped to establish the idea of state-based naval militias that emerged in the late 19th century.

Over the next hundred years, the idea of a strong national naval militia was raised several times—each time meeting defeat. Americans were afraid of a strong central government and a militia force was seen as big government. However, not having a pool of trained militiamen proved to be a disadvantage in time of war. In the War of 1812, for example, the government again relied heavily on privateers to supplement the Regular Navy.

During the Civil War, the "Volunteer Navy of the United States" was created to fight the Confederacy. This allowed temporary appointment of officers and drafting seamen who had entered the land services. When the war ended, the "Volunteer Navy" was disbanded. The idea of maintaining a permanent reservoir of citizen sailors to tap during wartime had not taken hold.

In 1887, after studying the coastal defense and reserve systems of several foreign nations, the Navy proposed creating a national Naval Reserve for the United States. Congress did not approve the bill establishing the force; however, the Navy Department still prepared organizational plans for a Naval Reserve. These plans formed the basis of naval militia organizations created during the following years.

Had the Navy Department been able to organize a national Naval Reserve, it might have headed off the naval militia movement. As it was, various states took the initiative to form their own naval militias.

On May 17, 1888, the governor of Massachusetts established a naval battalion as part of the state militia. New York, Pennsylvania and Rhode Island followed suit in 1889 and soon other coastline states established militias. By 1894, 16 states had naval militias.

Rules for joining naval militias varied from state to state. Some states insisted their militiamen come from the seafaring population of the state. Most, however, did not. New York, for example, required that each applicant be sponsored by two members. If favorably judged by an admissions committee, the candidate was approved for election to the company. If three votes were cast against an applicant, he was excluded. While the procedure may seem more like joining a lodge than a military unit, it apparently was quite common.

Naval militias were seen as forces for coastal and harbor defense, not as deep sea units that would function in auxiliaries or combatant ships. As a harbor and coastal defense force, a militia was likely to receive the blessing of the Navy along with some aid and instruction, but it relied mainly on the state for organization and its main support. Most of the early militia leaders were ex-Navy officers with Naval Academy backgrounds; the merchant marine influence seems to have been negligible.

During their early years, naval militias, even the most enthusiastic, struggled to keep afloat. New York had no regular place to hold drills and the state legislature failed to appropriate funds for the organization. Still, the militia persevered. Halls and armories were obtained for an evening and, in March 1890, the Navy Department took enough interest to offer the old

Minnesota to the New York Naval Militia for drills and instruction.

The early experiences of the New York unit apparently were typical. Other states which initiated militias in the early 1890s had similar struggles and discouragements. Some were not as fortunate in leadership as the New York Battalion, but most survived and benefitted from what aid and training their states and the Navy saw fit to allot.

In the summer of 1891, the Navy Department invited various state naval militias to cruise with the White Squadron—the "Squadron of Evolution"—under the command of Rear Admiral John G. Walker. RADM Walker supported the militia and the invitation served as the precedent for militia cruises with the regular fleet. These cruises helped tie the state navies and their training closer to the active fleet.

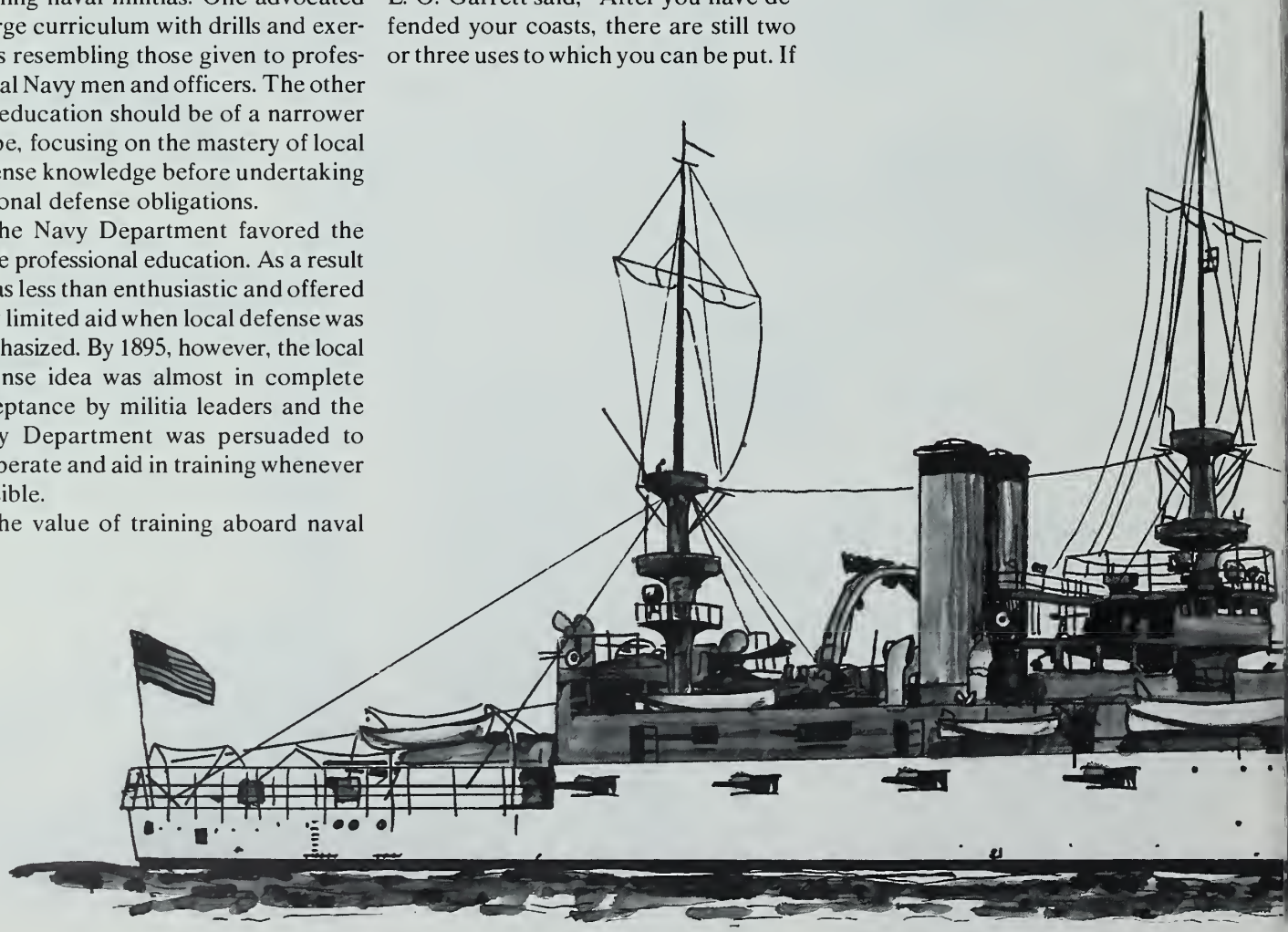
Two schools of thought existed for training naval militias. One advocated a large curriculum with drills and exercises resembling those given to professional Navy men and officers. The other felt education should be of a narrower scope, focusing on the mastery of local defense knowledge before undertaking national defense obligations.

The Navy Department favored the more professional education. As a result it was less than enthusiastic and offered only limited aid when local defense was emphasized. By 1895, however, the local defense idea was almost in complete acceptance by militia leaders and the Navy Department was persuaded to cooperate and aid in training whenever possible.

The value of training aboard naval vessels was mutually agreed upon. In this respect, the Navy did make some efforts to support the state militias. In 1893, Congress transferred the mockup of the battleship *Illinois* at the Chicago World's Fair to the State of Illinois for use as a naval armory for its militia. That year the Navy lent the old *New Hampshire* to New York, although there was some question as to the legality of this loan. That doubt was eliminated in 1894 when Congress authorized the Navy to make temporary loans to any state of "vessels of the Navy not suitable or required for general service . . . to be used only by the regularly organized Naval Militia of the State for drill purposes."

Although generally accepted that militias would be used for coastal and harbor defense, by 1895, there was a group who thought they should be prepared for deep sea duty. Commander L. O. Garrett said, "After you have defended your coasts, there are still two or three uses to which you can be put. If we should ever attempt to engage in an aggressive campaign in foreign territory, then, where you have to take men who know how to live aboard ship, who know how to swing a hammock—who can compare for one minute with the organization of the naval militia? No one! Where are the troops to which you can turn, and expect the proper result with the same feeling that you can with naval militia?"

However, it appears the Navy Department was not convinced the militia should handle deep sea duties. The militia was given three different tasks: manning the flotillas for defense of interior waters; protecting harbors by using mines and improvised batteries; and, maintaining coastal signal stations and a system of scouting.



The militias steadily grew. By 1898, the militia force had more than 4,000 officers and men.

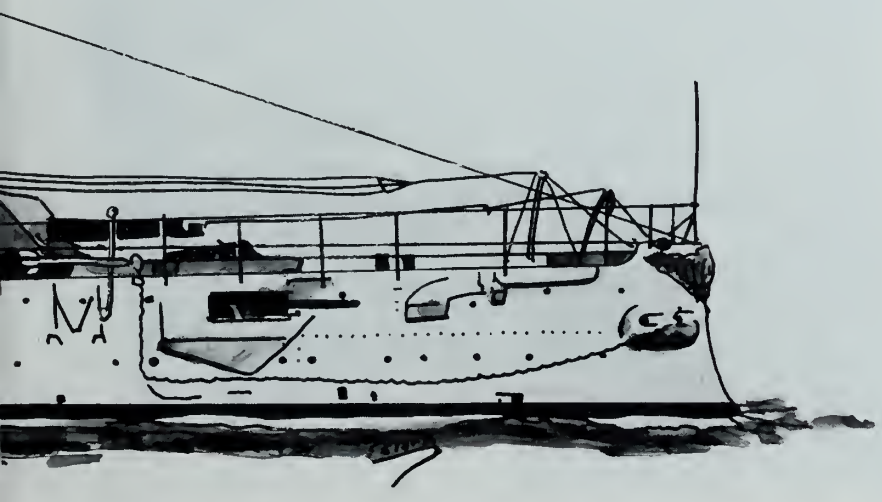
On March 23, 1898, one month before the Spanish-American War, the Navy assembled the militias into a "mosquito fleet" to safeguard coasts and harbors. The fleet of eight converted yachts, ten converted tugs and one side-wheel steamer, manned by militiamen protected the mine fields and maintained quarantine regulations. Later, when the Navy decided to recommission single turret monitors of Civil War vintage, the militias provided the manning. Ten of the ancient vessels cruised from port to port within their allotted districts and, although of doubtful value to defense, reassured citizens living along the coast.

In May, Congress authorized the U.S. Auxiliary Naval Force, making members of state naval militias available for use outside their respective states. In spite of all the plans to use militiamen only as a "second line of defense," a large number of men were put into service as seagoing reserves. Former naval militiamen manned the *Yankee, Prairie, Dixie,* and *Yosemite*—four merchant ships purchased because of the war and renamed. Men were also sent to receiving ships on the Atlantic Coast and to Key West where they were distributed as needed to ships sailing Cuban waters.

The militia units furnished 4,216 of the 10,375 additional men taken into the Navy at the war's outbreak. Eight months later, when the Spanish-American War was over, 19 states had naval militias with a total strength of 492 officers and 6,300 enlisted men.

There was still some question about the usefulness of the naval militia. Captain H. L. Satterlee of the New York Naval Militia said, "It was not understood at that time what use was to be made of us. I think that every officer in the service had a kind of dread of us—nobody wanted militia crews. Every commanding officer at first felt badly when he got them, and on our part, no one knew what they were going to do or what they were going to be. This lack of definite information to the volunteers for the war was a great perplexity to them. They did not know at all what their place was to be in the general scheme."

In spite of the confusion and misunderstanding and the apparent lack of preparedness, the war ended in victory for the United States. The volunteers left the service and went back to their civilian pursuits and rejoined their naval militia units. They had gained valuable experience and had become seafaring men. This short war would have a significant effect on the naval militia movement. Never claiming to be more than a militia, they had assumed the role of a reserve and had functioned creditably as such.



The value and efficiency of the naval militia had been proven so completely during the war that the Navy Department recommended the creation of a national Naval Reserve force. From 1898 to 1913, almost perennial attempts to get legislation for a Naval Reserve met with failure. The supporters of a national reserve would have been willing to see the naval militia wither away.

In the meantime, the militias continued their activities—much as they had before the war with Spain. By 1912, 23 states had militia organizations and enrollment was up to 7,320 men. After 1906, the peacetime naval militia had its best years. Morale was relatively high, the scope of training activities was enlarged, membership grew rather rapidly and cooperation with the Navy Department was more harmonious and effective than at any previous time.

The strength of the naval militia lay mostly in its organized existence. They had performed commendably during the Spanish-American War and were supported by state representatives in Washington. Another point in favor of state militias was their willingness to take raw recruits and train them for some sort of naval duty.

In the annual report of the operations of the naval militia for 1908 and 1909, Commander C. C. Marsh said "we see in the naval militia, properly developed along intelligent and systematic lines, that 'reserve' the Navy so much needs."

In 1914, Congress passed the Naval Militia Act which placed the militia largely under the supervision of the Navy Department. It coordinated these distinct state organizations into a federal arm, making it possible—in time of war—to bring them into federal service. This bill provided no compensation for training duty, and further stipulated that the militia should be called out, in war or emergency, before volunteers. It did not, however, grant unlimited use of these forces; the Constitution still prevented the naval militia from being called for anything but limited duty outside the territorial limits of the United States.

Late in 1914, plans were made to provide the naval militia with Regular Navy

officers for instruction and inspection duties. In 1916, Rear Admiral Richard E. Byrd, then a lieutenant (junior grade), served in one of these instructor/inspector billets with the Rhode Island Naval Militia—just one of the officers called for this valuable training program.

Early in 1915, another bill to establish a national Naval Reserve force was introduced in Congress. On March 3, 1915, the United States Naval Reserve was established—an act that should have dealt a death blow to the state naval militias. However, this act limited the enrollment in the reserves only to those citizens honorably discharged from the Navy—no provision was made for enlisting raw recruits. As a result, the naval militia still provided the only avenue other than active duty for the landsman wanting to be a sailor.

Still other legislation flowed through Congress that would determine the destiny of these state navies. The National Defense Act of June 3, 1916, brought an immediate demand for federating the naval militia so that its membership could be called for federal service outside the continental limits of the United States.

Two months later legislation created a force, the National Naval Volunteers, who could be used in war or emergency wherever their services were needed, inside or outside the territorial limits of the United States. This force was to be enrolled from the men and officers of the naval militia who might volunteer. It also allowed for any naval militiamen to be enrolled in time of war or emergency whether or not they volunteered.

World War I pressed the militiamen into service again. By August 1918, practically all naval militiamen were on active duty. The militia had been mobilized as National Naval Volunteers on April 6, 1917, with almost the entire strength of 660 officers and 9,500 men volunteering. Men continued to volunteer through the naval militia and by September 1917, the number of militiamen on active duty was about 852 officers and 16,000 men. The volunteers were incorporated into all branches of the Navy and, as had been the precedent with the Spanish-American War, served honorably.

At the end of the war, the Navy Department clearly saw the value of bringing the militiamen who had served as naval volunteers into the structure of the Naval Reserve force. As militia units, they were experienced by drilling and training in peacetime and would be valuable in perpetuating the Naval Reserve force after the war.

Legislation again was submitted to Congress. Although it may seem that a bill to abolish the militia would be fought by militiamen, it was not. Testimony before the Naval Affairs Committee when the bill was being considered indicated that great enthusiasm for the legislation came from the militiamen. The legislation consolidating the "Volunteers" with the Reserve force was enacted and became law July 1, 1918.

After passage of this legislation the naval militia ceased to be a significant factor in naval defense of the United States. Most of the organizations disbanded completely but a few—New York, Illinois and California—maintain their existence as state forces. These organizations continue to receive federal aid and recognition, but only on the condition that naval militiamen be members of the Naval Reserve. Thus the curious dualism lingers in these states where the naval militia still maintains some vitality.

For all practical purposes, however, the naval militia was dead. The units had more than served their purpose and, as Captain John W. Miller, a pioneer in naval militia, said, when the story is written in full, it will show the "triumph of persevering intelligent citizens over almost insuperable difficulties; a triumph achieved by the naval militia through its persistant effort."

—Story by JO2 Bob Rucker
—Art by DM3 Eugene Clark



Midway Return

For Families... End of a Long Wait

It's difficult to compare an aircraft carrier to a cabin cruiser except in the recent case of USS *Midway* (CV 41).

The SS *Minnow* of "Gilligan's Island" fame started out on a short, routine voyage that unexpectedly turned into a greatly-extended absence because of a sudden storm. In *Midway*'s case, the cause was world politics.

When the "bird farm" left its home port of Yokosuka, Japan, in September 1979, it was expected back before Christmas. But the crisis in Iran changed all that. The crew's great expectations of a Yuletide homecoming gradually disappeared, just like the wake that trailed *Midway*. The carrier journeyed through the South China Sea, past Australia and then to Diego Garcia in the Indian Ocean.

Along with two escort ships, USS *Parsons* (DDG 33) and USS *Knox* (FF 1052), *Midway* came to a place on the chart so far removed from the 7th Fleet's normal haunts that a new name had to be found for it.

Back in Yokosuka families waited. First, there was the "turn-around wait": if *Midway* turned around by a certain date, it could be back in Yokosuka by Christmas. But the "magic number" came and went. The families weren't surprised when the carrier remained on station.

Neither was the crew. Being forward deployed in the operating area has a way of keeping people reminded of reality. And reality for those ships at sea was an unscheduled demand that had to be met by the Navy. Christmas or anything else doesn't really matter any more because when you're forward deployed—you're it.



At home, families accepted the inevitable. Waiting shifted into the "one-day-at-a-time" mode. "Old hands," used to the frequent absence of their husbands as a way of life, hardly blinked when the wait grew longer and longer. They had done this many times before.

But while the carrier was gone, some "new hands" arrived at Yokosuka. Their waiting was different. They had never done it before.

Karen Haring joined the Navy community as a bride of one month when *Midway* left—not much time for getting used to the way of life in Yokosuka, or the way of Navy life in general. So the community joined her as she waited for husband, Carl, to return. Some Japanese neighbors "adopted" Karen, inviting her to evening meals and teaching her some Japanese. When Seaman Haring finally got back to celebrate a belated Christmas with his wife, her Japanese friends helped the reunion along, and

sang "White Christmas" while the happy couple hung tinsel on a tree.

There were other new arrivals of a different sort, like Timmy Burns.

Mary Burns waved goodbye to husband, Sonny, three days after she got to Japan. Timmy showed up later, with some help from Jane Smith—another *Midway* wife—who knocked on Mary's door one day and stayed to coach her through the natural childbirth of son Timmy.

Finally, the ships arrived. Early on a February morning, in a light rain with low visibility, escorts *Knox* and *Parsons* slipped through Tokyo Bay and pulled into Harbormaster Pier at Yokosuka, just in time for morning colors. Pierside seamen saluted *Parson*'s flag as it was raised. Routine, right?

Not for the *Knox*'s skipper, Commander Dennis Conley. If he had some trouble conning the frigate into its berth, then he had a good reason. Something on the pier demanded his utmost attention: a four-month-old son whom he had never seen.

"I bet he screams when I hold him" CDR Conley hollered toward the pier. But he was wrong. Kenny gurgled a bit when daddy held him in his arms for the first time.

Aboard *Parsons*, Signalman First Class Richard Denton quickly headed for home and family. "I think I've seen my daughter about eight months out of the total four years she's been alive," he said. But Denton accepts that as being part of Navy life. "I'm a career man and I have a job to do. If they want us somewhere, we just have to go." And he shrugged.

Later that same morning at Drydock 6, the second half of the day's homecoming commenced. Press helicopters flew overhead as *Midway* steamed slowly into port. The event was televised, but the families who had waited so long weren't about to catch the carrier's return on the tube at home. Holding hundreds of colorful balloons, they lined the edges of the drydock.

The docking officer, Lieutenant Commander Paul Steward, did his part to speed the process along. He shaved 15 minutes off his old record for getting *Midway* into drydock.

Even a fast docking looked terribly slow to the crowd that eagerly waited at pierside. Ten-year-old Eric Bann added some excitement by shooting his cap pistol at intervals. "I told Eric at Christmas that we were lucky," said his mother, Marlene. "At least we had each other—daddy had no one." As soon as Petty Officer Bann could get himself off the ship, he'd have someone to celebrate with once more.

Finally, the forward brow went over the side and secured to the pier. Japanese and American dignitaries filed aboard to issue an official welcome. Officers and crewmen streamed off less ceremoniously in the opposite directon, intent on greetings of a more personal kind. Petty Officer

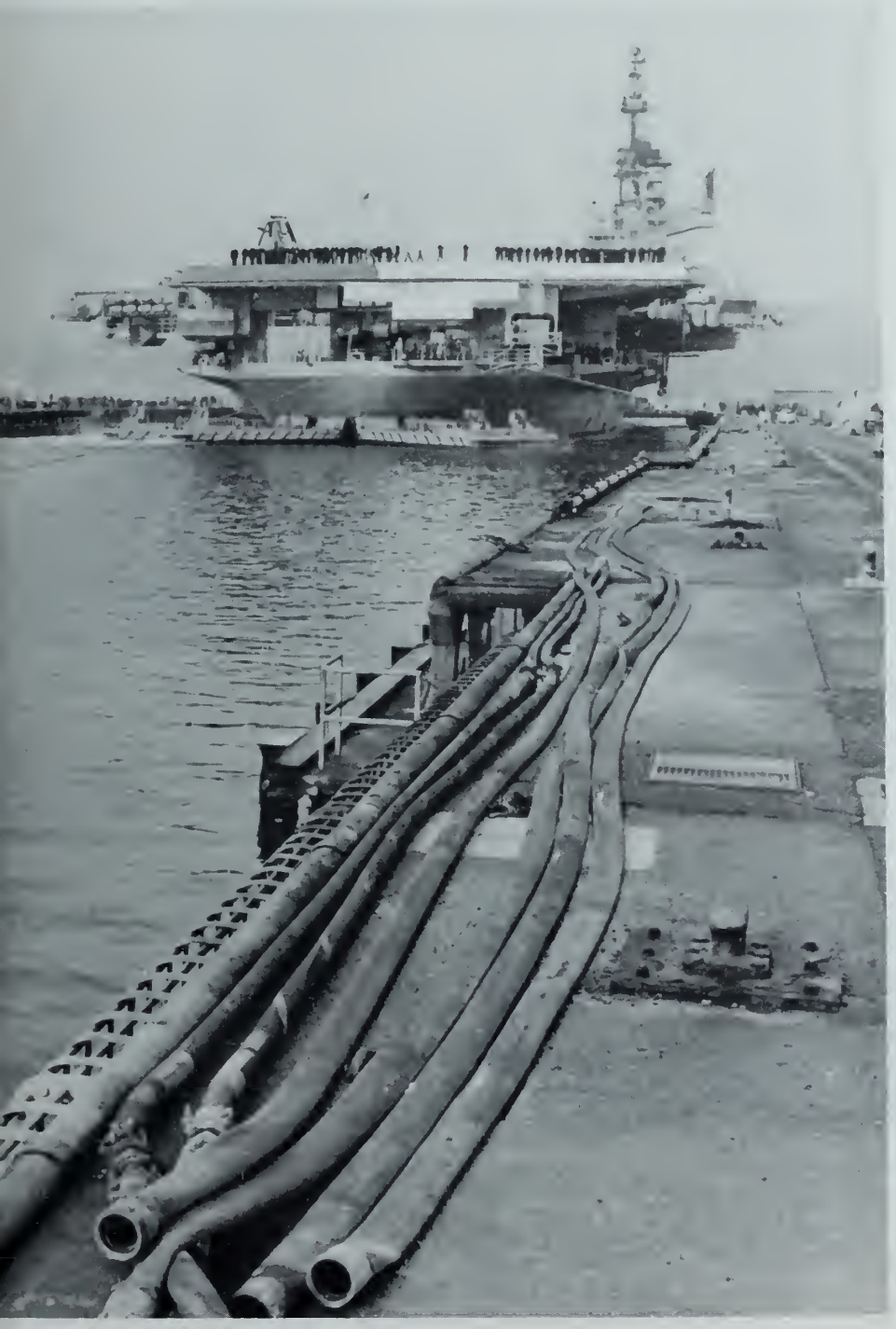




Sonny Burns, standing with sharp creases in his uniform, stared wordlessly into the eyes of his new son as his wife hugged him.

Back in the States somewhere, people might have been watching late-night reruns of "Gilligan's Island." But television was the last thing on the minds of *Midway*'s crew. They had plenty of other things to take care of, like opening Christmas presents, celebrating New Year's, exchanging valentines and getting to know some new family arrivals.

In the shipyard, *Midway* will get a new paint job and other repair work of various descriptions. Then forward deployment will be back in the schedule. And it won't matter what time of the year it is, or who's watching what on TV. Like one sailor said, "If they want us somewhere, we just have to go."



—Story and photos by JO1 Mel McNichols

CNO Commends Midway Group

Admiral Thomas B. Hayward, Chief of Naval Operations, speaking of the return of the *Midway* Battle Group, said, "The welcome back home was an unprecedented acknowledgment of the contributions of the *Midway* group not only to U.S. policy, but also by the Japanese people who recognized our support of their interests."

The admiral stated that our Navy learned a number of things during the time we have been operating in the Indian Ocean, among them, our ability to move quickly to a remote area and operate with "maximum effectiveness" from the first day the ships arrive on station. He said that those operations—conducted for weeks at a time—conclusively proved the "can do" spirit of our sailors.

"The families," he added, "who have had to wait those extra weeks and months for their men to come home deserve special recognition, not only from the rest of us in the Navy, but also from our countrymen...

"I have told many of you (the dependents) personally that I am committed to reducing, to the maximum extent possible, any extensions of deployments of operations which keep people away from their families. You can be certain I still am. Every such extension demanded by the world situation receives my personal attention and appraisal...

"In watching the public reaction of understanding and appreciation for what our people are doing, I am confident that our nation will realize, in a tangible way, the needs of our people and their families, and will express their appreciation in ways that our people properly deserve."

Bearings

Six-pack for Retention

When crewmen of Tactical Electronic Squadron 133 talk about "six-packs," they're talking about retention.

The VAQ-133 "Wizards," on board the aircraft carrier USS *Forrestal* (CV 59), consider the Chief of Naval Operation's retention objective as a top priority item. What the crew affectionately terms its "six-pack tours" are dedicated to that effort.





Initiated by the squadron's Lieutenant Chip Sharratt, a six-pack gives a small group of squadron personnel an in-depth look at six aircraft carrier operational centers not readily accessible to aviation enlisted personnel during normal deployments. Twenty-minute tour stops are made to primary flight control, damage control central, the navigation bridge, a main machinery space, combat information center, and air operations.

Crewmen are briefed about each space visited by a VAQ-133 junior officer. Sailors who actually man and operate the space provide more detailed information.

This chance for squadron members to see how and why a Navy aircraft carrier is today one of the world's most respected and sophisticated weapons systems has provided an invaluable opportunity to promote Navy professionalism and retention.

VAQ-133 personnel and *Forrestal* crewmen have displayed their eagerness and cooperation for this professional program. A steady flow of squadron personnel continues to sign up for the six-pack tours and *Forrestal* sailors eagerly demonstrate their skills. The program not only has enhanced the individual squadron member's professional knowledge, but also has provided all with a more comprehensive understanding of the team aspect of Navy Air.

Above: LT Chip Sharratt gives his six-packers of VAQ-133 a top-to-bottom tour of USS Forrestal *(CV 59), including stops at Primary Flight Control, high above the flight deck, and at #3 main engine spaces deep below decks.*

— Photos by PH2 Paul Omara

Henderson Weekend

The officers and crew of the destroyer USS *Henderson* (DD 785) paid a two-day port visit recently to Stockton, Calif. *Henderson,* a ship of the Naval Reserve Force, steamed up the California Delta to give citizens of Stockton an insight into the Navy, its mission, and life aboard ship.



The demonstration began in Concord, Calif., about 45 miles west of Stockton, with a five-hour cruise up the channel for 55 Stockton residents. By midafternoon, *Henderson* was moored and the weekend's festivities had begun.

The ship's athletes competed against the top-ranked University of the Pacific women's volleyball team, and the Naval Communications Station, Stockton, Calif., All-Star flag football team. Golfers and bowlers participated in tournaments against station personnel and local residents.

During *Henderson*'s visit, more than 4,500 visitors toured the ship. Fifty students from the Edison High School Naval Junior Reserve Officer Training Corps, and Sea Cadets from the San Joaquin Division were hosted during the cruise downstream to Concord.

One Final Tour



With his wife, Kay, and Admiral Donald C. Davis, Commander-in-Chief Pacific Fleet, looking on, Senior Chief Builder Warren O. Haynes signs his reenlistment contract.

Senior Chief Builder Warren O. Haynes, at 59, is still doing what he likes most—being a Navy Seabee. And because he's looking toward the day he will retire, he reenlisted for what he calls "one final tour in the Navy."

The first time Haynes and the Navy got together was in 1943, when he answered a World War II call which he remembers now as something impossible to ignore: a draft notice.

Leaving Wiggington, Ala., a wife and a two-month-old son, he headed for Navy boot camp and a possible assignment overseas. But as it turned out, his assignment during those last years of World War II was with a seaplane training squadron in Pensacola, Fla., as an aviation machinist's mate.

Then came the end of the war.

Back home in Alabama, he began work in the building trades. Eleven years went by and then one day in 1957, he decided to use his construction experience to enlist in the Naval Reserve as a Seabee. In 1966, during the Vietnam War, his reserve mobile construction battalion was called to active duty.

This time, Haynes decided to stay and make the Navy a career. Having already raised three children (two sons, Jimmy and Michael, and a daughter, Marilyn), he and his wife, Kay, looked forward to the traveling that the Navy undoubtedly had in store for them.

"I had a fairly good job waiting on the outside," Haynes recalled, "but I felt the Navy could give me a better retirement. Besides, I found the lifestyle enjoyable, and so did Kay."

Meanwhile, their eldest son, Jimmy, had grown up, joined the Navy to be a photographer, and was making a career of it. He recalled that his folks moved so often that "every time I went home on leave during my first 15 years in the Navy, it was to a different continent."

Today, Senior Chief Photographer's Mate Jimmy D. Haynes, with 18 years in the Navy now, is—like his father—stationed in Hawaii and looking toward that 20-year mark. The Haynes' other son, Michael, joined the Navy, too, in 1970. He spent eight years as an electronics technician.

The senior Haynes said he was especially proud having both his wife and son Jimmy present at the recent ceremony. "It meant a great deal to me," he said.

About his wife, Kay, Haynes added, "She's been the staunchest supporter. With the kind of strength she's provided, it's very easy for me to say I don't regret one day of it—the Navy has been good to us."

—Story and photo by JOCS John D. Burlage

Mardi Gras Sub

The Mardi Gras festival this year meant celebrations, parades, and generally expecting the unexpected. However, parade watchers may not have expected a nuclear submarine to "cruise" down the street in New Orleans.

The crew of USS *Sunfish* (SSN 649) built a replica of their submarine as a parade float. The nuclear-powered fast attack submarine is currently undergoing overhaul in Pascagoula, Miss.

Commander R.N. Lee, commanding officer of *Sunfish,* manned the float's "bridge" dressed in the uniform of an old sailing ship captain. Other crew members and relatives of the crew rode on the float or walked beside it, dispensing traditional Mardi Gras souvenirs.

Built from aluminum conduit, chicken wire and papier-mache, the float was mounted on a pickup truck.

Gaining a Lot for a Small Investment

Everywhere you look nowadays, physical fitness is catching on in a big way. Suddenly it seems everyone is out riding bikes, jogging here and there, even making up new things to do to stay fit and healthy. It might make you wonder what ever happened to the days when physical activity was something only energetic youngsters did on the playground. Keeping in shape then was easy; if you didn't play one of the team sports, you still got plenty of exercise carrying your books back and forth across campus in order to get to the next class. But now, people of all ages have gone all out with this physical fitness business.

But wait, that's not the whole story. There are still plenty of folks around who shrug their shoulders whenever the topic of exercise pops up. We still hear people say, "Oh, I'm too old for that sort of thing," or "I don't have the time." What they really mean is, "Who, me? Get all exhausted, tire myself out, ache all over? No thanks, I'd rather be doing something else that's fun."

Well, let's meet some folks who say you can exercise and have fun at the same time.

Swimming

If Navy underwater diver and parachutist Ensign David J. Thomas started neglecting his health, the consequences could be disastrous. That's why he devotes time to strenuous physical exercise, even if it means enduring some aches and pains from a vigorous workout. He says that for him to avoid exercise would be like asking for trouble. But that doesn't mean he likes it.

"Making your body do things that it doesn't want to do isn't much fun," he said, "but it is necessary."

ENS Thomas (a former chief electrician's mate, recently commissioned under the Navy's Limited Duty Officer (LDO) program) said he doesn't like jogging, but he does it anyway because it's good exercise. He plays tennis, too, but swimming is what he does most often.

A member of the Navy's Explosive Ordnance Disposal (EOD) community, Thomas said jumping out of planes and swimming in hostile waters are an important part of EOD operations.

"They're modes of transportation to get to the scene," he explained. "Take scuba diving for example. When you're in the water—even a few feet deep—you're out of your environment. If you're in murky water, and can't see anything—no reference points to go by, like you have on the surface—then your mind may try to play tricks on you, telling you something's wrong, that you're not moving. You're swimming along, all right, but you can't tell it by your surroundings. If a diver is not physically and psychologically prepared for such situations, he could lose self-control, even panic. He might not survive."

Because ENS Thomas' current tour is not with a fleet EOD team, but rather with the staff at the U.S. Naval EOD School, Indian Head, Md., there are less on-the-job opportunities for him to swim and dive. To take up the slack, he sometimes swims during his lunch hour in the 24-foot-deep training pool at the school. And every Friday evening this past winter — snow, rain or sunshine—he and his wife Linda, and three-year-old son Michael, spent two hours in an indoor pool at a nearby community college.

For the Thomas family, as well as for thousands of other families, swimming is easily the choice form of phy-

sical exercise. Unlike some activities, swimming is not likely to cause sprained ankles or broken bones.

Swimming is especially good for the overweight because of the buoyancy of the water. It's a whole-body activity that strengthens muscles, improves circulation in the heart and lungs, tones the waist, thighs, and abdomen, and builds endurance. If done steadily and at sufficient speed, swimming will burn more calories than bicycling, running, handball, rope jumping or waterskiing.

"I like it mostly because it relaxes you, takes away all your tensions after working all day," said Linda Thomas.

A special programs teacher at the children's nursery on base, Mrs. Thomas says that after a week of keeping up with a bunch of energetic preschoolers, splashing around in a pool of clear, cool water is "just sheer enjoyment."

As an individual sport, exercise, or as a family activity, swimming has it all. But, of course, if you've ever been swimming you already know that.

Archery

Beads of sweat form on his forehead as he concentrates on the target. Almost a football field length away, the bull's-eye seems a tiny spot. He is oblivious to everything but that black spot as he takes aim. Slowly, he draws the bowstring and arrow back. Then, with one fluid motion, he lets the arrow fly.

Thwack. Bull's-eye!

It may seem a paradox for a gunner's mate to be an archer, but GMT1 (DV) Michael P. Tierney takes this apparent inconsistency in stride. He has to if he ever wishes to reach his goal—to be a member of the American Olympic archery team.

Tierney, an instructor at the Navy School of Diving and Salvage has been an archer since 1969. "Archery, to me, is more than physical exercise—it's mainly a concentration and mental sport," said Tierney. "The physical part of archery is relatively easy to master. Learning to concentrate and ignore everything happening around you is more difficult. I enjoy the challenge of hitting a target that can be up to 90 meters away.

"Archery may not build a lot of muscles, but a lot of muscles are what



an archer wants to avoid. Massive body development can actually be a detriment, hindering you from being fluid in your movements. However, archery does help develop your shoulders, back and forearms. And stretching exercises will help you limber up before shooting."

Organized archery has no age or sex barriers. There are competitive events for all age groups from cub archers under six-years-old to seniors division competition for older persons. There are indoor and outdoor matches with competition divided into categories according to type of equipment and target distance.

Today's archery equipment is very different from the bows and arrows of old, or even those of 15 years ago. New synthetic materials are replacing the traditional woods used in bow construction. Arrows, too, are made of synthetics or lightweight metals. Complex stabilizing systems use weights to help steady the bow while the archer is preparing to shoot. Even bow design has changed considerably in the past decade.

Bows are of two basic designs—recurve or compound. Recurve bows are the traditional "reverse C" shape that Robin Hood would recognize. Compound bows—the latest design—are the most popular for recreational shooting. Shaped like a "reverse C" compound bows have intricate pulley systems at both ends that make drawing the bowstring easier.

Getting started in archery doesn't require anything fancy.

"Most beginning archers start with a secondhand bow," said Tierney. "Quality used bows cost between $40 and $50. If you are just starting, a compound bow is probably the way to



go. It's easier to learn and doesn't require the muscular development a recurve bow requires. Arrows cost about $35 a dozen for fiberglass or lower quality aluminum construction.

"A couple of safety items are needed, and their cost is minimal. A glove protects and cushions your fingertips when drawing the bowstring. A protector worn on the forearm will keep it from being bruised by the bowstring's return. Also, most women and some men wear a chest protector to protect the bow side of the upper body.

"That's all you really need to get started. Sights, stabilizing systems and mechanical releases would only confuse a beginner."



After getting the necessary equipment, Tierney recommends getting some basic instruction from an experienced archer. The simplest way to do this is join a local archery club.

"The easiest way to find a club is to locate a sporting goods shop selling archery equipment. The Yellow Pages can help. Most shops will know what clubs are in the area. Clubs usually have programs where experienced members teach the novice archers. After learning and practicing the basics, you might want to try the club's competitive matches."

After more than a decade in the sport, you may find yourself in Mike Tierney's position, traveling every weekend to various matches and practicing your shooting three or five nights a week. Now, when Tierney draws the bowstrings, he isn't simply aiming at the bull's-eye, he's aiming for Olympic gold.

Racquetball

"Racquetball is a quick, fast-paced game anyone can play and enjoy," said Personnelman Third Class (SS) Robert Bryan of the Personnel Support Activity at the Naval Training Center, San Diego. Bryan, a five-and-a-half year veteran of the racquetball court, is an eloquent enthusiast of this, the youngest of the "wall-banger" sports.

Slightly more than a decade old in organized form, racquetball has become to one of the nation's most popular sports. People are hitting balls against the walls of courts on military installations throughout the world. Racquetball equipment is available throuh most Special Services offices and through the exchange system.

One reason for the sport's popularity may be America's increased interest in keeping fit. Many Navy people take up the sport for the same reason PN3 Bryan did—to lose weight—and find the sport an effective calorie burner. Playing racquetball consumes more than 700 calories an hour, right up there with such strenuous activities as swimming and running, and burns more calories than tennis.

Racquetball is played on an enclosed court by two, three, or four



people. Games are played to 21 points and matches are two out of three games. Games and matches go quickly since little time is lost chasing stray balls.

"You can just goof around on the court, if you want," said Bryan. "But it can be a very intense sport, too. If you play it right, you'll sweat off a couple of pounds a game. I've lost about 15 pounds in the past six months."

The game's beauty lies in the fact that racquetball can be enjoyed completely at any level of competition because almost anyone can hit a rubber ball with a racquet against a wall. Additionally, it can be played all year, morning, noon, or night, over a lunch hour, or even before breakfast. "Anyone can play it," said Bryan. "Once you get down your eye/hand coordination for swinging the racquet, it gets simple."

Another reason for racquetball's popularity is that it requires only a small investment to get started, especially if you check out racquets and balls through Special Services.

Racquets cost as little as $10 or $15, although a good one fitted to your grip may cost between $30 to $40.

There are two different types of racquetballs. The most common, and inexpensive, comes already pressurized. The other allows you to adjust the pressure in the ball.

"I recommend the adjustable type for people learning the game, although it is more expensive," said Bryan. "You can inflate the ball less when you are just beginning and the ball will react slower. As you progress you can inflate it harder and harder. The more pressure it has, the more spring it has coming back off the racquet and the less time you have to react."

Besides a racquet, racquet balls, and a partner, Bryan recommends some other equipment before hitting the courts.

"The first thing you should get—whether you have glasses, contact lenses, or just good eyesight—is a set of eyeguards," said Bryan. "We see more and more people coming off the courts with black eyes after getting hit in the face with the ball."

The thing most people overlook, as far as equipment goes, is a good pair of shoes. Bryan looks for traction in the shoe, support for the instep, and comfort. Experts also recommend wearing two pairs of sweat socks to help reduce friction and save you from blisters.

"Regular gym clothes are all that's really needed to be properly dressed for playing racquetball," Bryan added. "Most people wear a T-shirt and shorts. If you really become a fanatic, you may want to get elbow and kneepads so you can easily dive or



slide across the floor to return a shot. A handball glove is also a nice accessory. If you have tennis elbow, wear a flex pad. Otherwise, racquetball will aggravate your condition."

As with most strenuous activities, you should warm up before playing a hard match. Several minutes of stretching exercises or volleying with your partner will help guard against injury.

Then, with some instruction and a little practice, you'll find yourself well on your way to accomplishing your goal. Like PN3 Bryan, you'll be getting fit and having fun.

Running

Running is an appealing sport for several reasons: it's simple, convenient, requires no special skills and little equipment. It's a sport that's safe (with proper pacing), and the exertion from running benefits some of the most important items on the body's inventory—heart, lungs and circulatory system. Running can help you lose weight and build endurance, while offering either solitude or companionship.

A person doesn't have to be in the prime of life to enjoy running—old and young are equally eligible. But if you're over 30, and haven't been exercising regularly, you should get a physical checkup before making tracks as a runner.

Engineman Second Class (SS) Michael Davie, currently attending diving school at Coronado Island, San Diego, has been making such tracks since his freshman year in high school. A devotee who competes regularly, in races on and off base, Davie placed third in last year's National Regional Championships held at Naval Air Station Willow Grove, Pa.

"Running is about the simplest recreation you can get involved with that still provides a lot of physical exercise," he says. "And you don't have to be a millionaire to equip yourself properly."

Besides your own body, the one indispensible item for running is a good pair of shoes. Other clothing is a matter of good sense and personal taste. EN2 Davie offers some pointers based on his own experience: "Your running shorts shouldn't be made out of anything heavy. In wintertime, wearing a turtleneck sweater is a good idea—along with a sweatsuit. Gloves are good too, but make sure they're not leather. Leather gloves don't allow for proper ventilation through the hands. The best kind to use are the ones made out of cloth—worker's gloves."

The better types of sweatsuits, according to Davie, are made of nylon. They retain body heat more effectively and act as a good windbreak.

"Stocking caps will cut down on heat loss, and you can't forget about socks," he adds. "It's up to each person as to whether or not they should be worn. The important consideration is to feel comfortable when running. Some people are more comfortable without socks. As for myself, I wear them because my legs are on the thin side; socks reduce friction and help cushion my legs against shock."

Running is beneficial only if a person sticks with it. A good way to establish a permanent habit is to develop an exercise schedule that suits your own physical makeup. You can find books about running in just about any local library, many of which go into detail about schedules, based on medical criteria.

Once a proper schedule is established, a comfortable pace should be developed that won't result in overexertion. After months of running, a runner will develop a certain "feel" for pacing. But until that point is reached, Davie suggests a beginner should "start out slow and gradually build up speed and endurance.

"A lot depends on age," he continues. "Younger persons usually adapt to exercise more readily. But the entire body doesn't adjust at the same rate. Usually, the upper body is ready to go after a couple of weeks. But from the waist down, those legs need more time to get used to that steady pound, pound, pound on the road.

"Make sure the whole body is ready before setting a more rapid pace. If the system isn't accustomed to pumping blood at a faster rate, it can be a problem. It's very important not to rush yourself; the body must have enough time to adapt. Some days, a person's going to feel more tired than others—save your energy for when you feel better."

Running makes few demands because the pace is always set by the runner. With qualified guidance available, a person no longer has to depend on intuition alone.

Let's return to the key material demand of this sport: shoes. A recent article in a popular running magazine says the "average serious runner needs at least two pairs of training shoes and one or two pairs of racing shoes." But many of us may not consider four pairs of shoes necessary for our own brand of serious running. Davie, who's serious enough to run as far as 22 miles a day, adds his own thoughts.

"If a person's just starting out, sporting goods stores can be consulted for information on the best kind of shoe; it varies according to an individual's build and size, and the type of running to be done.

"There are those who buy two pairs of shoes—one heavy for training and one light for racing. But I don't see any real advantage to that unless you're competing in races on a cinder track. Then, a person might want to get a pair of spiked shoes for added traction."

Type and number of shoes depend on what you want to get out of running: exercise, competition, pleasure, or whatever your desire happens to be. And desire—as far as Davie is concerned—is the runner's cornerstone. People run for different reasons, but if desire is lacking, they usually end up not running at all.

"Some people get bored by running," Davie says. "They can fight this a couple of ways: changing the course they're using, or joining running clubs for group support and companionship."

But in the long run, "How bored a person gets depends on his or her dedication. I've never gotten bored because I know I'm getting a lot out of it." If one is dedicated, it's doubtful the passage of time will matter.

The minutes or hours spent running are—once again—up to the runner. But time used in running may well be returned a hundredfold by an active, healthier and longer life.

Aerobic Dancing

Working mothers and housewives are often on the go seven days a week, holding down full-time jobs and spending evenings and weekends washing, cooking and helping the children with their schoolwork. Many of them have little time or energy left for a regular physical-conditioning activity. But now, because of the convenience of a stimulating indoor exercise called aerobic dancing (exercising to music) these busy women are discovering how to keep slim and vibrant, without spending a whole lot of time at it.

Exercising to music for an hour, just two or three times a week, tones and firms the body, increases physical endurance, and eliminates those unneeded pounds. Like other aerobic exercises—walking, running, swimming, and cycling—exercising to music is an excellent activity for improving circulation in the heart, and increasing lung capacity.

Even for single working women like Personnelman Second Class Rose Pipkin, who usually finds plenty of time and energy for sports and other healthy activities, aerobic dancing offers something special.

"Even if I don't feel like doing anything else, I always feel like dancing," she said.

PN2 Rose Pipkin is probably one of the most energetic athletes you'll ever meet. Just her enthusiasm alone when talking about physical fitness and athletics is enough to excite most people.

"I've been active in sports all my life, and have done some terrific things," she said, "like body surfing in Hawaii and snow skiing in the Austrian Alps. I play basketball, and swim, and roller skate . . . but aerobic dancing does just as much for you—and it's just as much fun. And you don't even have to be a good dancer."

Aerobic dancing is a flexible and inexpensive activity that can be done alone or with a group, at home, at a friend's house, at night or during the daytime. Hundreds of men, too, have taken up this new form of exercise because they're not hampered by bad weather or other occurances like the ones that frequently interrupt other athletic schedules.

A record or tape player and a good selection of musical rhythms to provide a progressive dance routine, and some loose-fitting clothes, are all you need to get started.

"It's very important to be comfortable," said Pipkin. "You can wear a sweatsuit, or shorts and a T-shirt. I wear leotards and ballet slippers."

Aerobic dancers usually start with a five-minute warm up. "Easy stretches, sit-ups, toe touches—the idea is to loosen the body," said Pipkin, "then gradually build tempo with your dance routines from slow ballet move-



ments to something fast, like a charleston or disco. But don't overdo it."

For people who don't like to exercise alone, Pipkin suggests that they join or organize a group session. She attends an evening class that meets twice a week in the gymnasium at the Naval Ordnance Station, Indian Head, Md. The dancing sessions were set up by two Navy wives who live on the base, and most of the members are their friends and neighbors, though some who attend live as far as 20 miles away.

"And believe me," said Pipkin, "when all those women get together to exercise, it's twice the fun."

The class she attends is for women—no men attend. This doesn't mean that the women are against having men members. Men could start their own class, however.

And they probably will, too, when the word gets out about how much fun the women are having.

Tennis

For a good many of his 24 years, Lieutenant (junior grade) Mark T. Jee of the Pearl Harbor-based USS *Sample* (FF 1048) has qualified as a tennis enthusiast. It's little wonder the San Francisco-born Jee so thoroughly enjoys the game. Introduced to the sport as an eight-year-old by his father, his playing skill has progressed to that of a top performer.

"Today I see tennis as a way to maintain good health and expand my circle of friends," he said. "The game—for me—has both physical and social benefits."

Today, Mark Jee is a tournament-winning player whose slight physique (145 pounds on a 5-foot-9-inch frame) helps him cover a clay or asphalt court with excellent speed.

After being appointed to the Naval Academy, he joined the academy's tennis team, becoming one of its top players as well as team captain. After his graduation three years ago, Jee reported for duty as navigator aboard *Sample,* which put something of a crimp into his playing opportunities. "Just can't convince the captain to set up a court aboard the ship," he said. Jee has competed in one major tournament since he left the academy. He was runner-up in all-Navy competition at Little Creek, Va., in 1978.

In the physical fitness department, tennis does wonders for the thighs, calves, shoulders and arms. If you're worried about one-sided muscle strength, don't be. By developing a dual backhand, the other arm can get plenty of exercise, too. Tennis also develops reflexes and eye/hand coordination.

By definition, doubles is a less rigorous workout for the individual, but a fast game of singles can burn seven to eight calories per minute. When your game is through, it's a good idea to do some cool-down exercises to avoid muscle cramps; they tend to dampen one's enthusiasm.

Several types of rackets are available: wood, metal, aluminum, fiberglass and even graphite. Beginners would do well to stick with a wood racket, since it offers more ball control. It has been proven that the ball stays on the webbing of a wood racket longer than on a metal one. And that small extra helps the novice achieve better control.

Most decent wood rackets will be anywhere in the $40-$70 range while good metal products will cost $35-$100. Composite-type rackets (made of combined materials like fiberglass and graphite) can carry a price tag up to $250.

Less expensive rackets are usually prestrung with varying string quality. Unstrung rackets may cost more, but they afford an individual a choice as to what type of strings to use. The two major categories are "catgut" and nylon.

"Catgut" is a misnomer; these strings have probably never been made from anything to do with a cat. These rackets are produced from lamb or beef gut, and usually cost between $20 and $30.

The main advantages of nylon strings are durability and price. They cost about $8-$16 and deteriorate less rapidly than gut strings. But while nylon lasts longer, many experienced players prefer to use gut strings. They claim it imparts a better "feel" of the ball to them; one acquires it with experience in the game.

Rackets aside, shoes are an equally important (if not more important) item for the tennis player. An immediate consideration is: *Track shoes* are NOT recommended for use on the tennis court. They belong on the track which is why they're not called *court* shoes. A lot of beginners have canceled out on many a set from twisted ankles received while volleying in a pair of track shoes.

The reason behind this is that track shoes tend to limit the foot's side-to-side movement, which is only natural since they're built for front-to-back movement.

Tennis shoes are designed to accommodate side movement of feet as they travel back and forth across court, as well as other movement common to the game's demands. Price range for a good pair of tennis shoes is about $19-$38. Generally, the cheaper shoes have canvas tops, while the more expensive ones use leather. Sole construction is basically the same for all types, regardless of price.

Shoes and rackets are the two key elements of tennis equipment. Of course there are decisions to be made about tennis balls and accessories like sweatbands, ball carriers and practice devices. Field your questions toward someone who works in a reputable tennis equipment store; usually, employees are well-versed on the subject of equipment and tennis in general.

But for starters, don't *dare* step onto that tennis court in those track shoes!

Rollerskating

With the economy turning tight and oil shortages blossoming, roller skating has hit an upward swing across the United States. In parks, streets, and rinks across America, the young and old are strapping on skates.

Add the disco beat to the roller skating trend and skaters are creating their own versions of figure skating—roller disco.

As one of the newest crazes in outdoor recreation, roller skating offers fitness fanatics an exercise as healthful as jogging but less boring. A skater uses more muscles than a jogger and gets the same cardiovascular benefits.

"It's a great outdoor exercise," said Aviation Structural Mechanic Second Class Victor Orlanes, a maintenance man with Naval Reserve Helicopter Combat Squadron Nine, Naval Air Station, North Island, Calif.

"I took up roller skating for the exercise. Here in San Diego, a person can enjoy skating all year and there's no age limit," he added. "The other day, I saw a man and woman in their 60s holding hands and skating just like a couple of kids."

Skating's comeback is largely due to the development of polyurethane wheels, first used on skateboards, that allowed the sport to move outdoors. Two different wheels are used in roller skating now. A soft blend of polyurethane absorbs the impact of street skating while a harder blend is used indoors at rinks for disco and dance skating.

A newcomer to the sport can find equipment easily available at skate rental concessions in most parks and rinks instead of investing right off in a pair of roller skates. The rental fees on a pair of skates run between $1.50 and $2 an hour. Regular boot skates cost from $75 to $400 and customized ones can run as high as $1,000.

"I used to rent my skates at first," said Orlanes. "But last summer I bought a pair of skates for $85. That may sound like a lot of money but I average 16 hours of skating per week."

Roller skate manufacturers offer a variety of new rigs including clog-like skates with pop-out wheels for street wear, jogging skates with running shoes attached, ski skates that clamp on ski boots and motorized skates that do 30 mph and average more than 200 miles per gallon.

After acquiring a pair of skates, a person needs only a pair of shorts and a T-shirt for the warmer weather or warmer clothing for the colder climates. Other equipment a beginner may want to invest in are elbow and kneepads—everyone falls at one time or another.

Many Americans find roller skating not only a recreational outlet but also an economical mode of transportation for commuting to work and for running errands.

"Roller skating is a good way to get around, it's economical, and it doesn't pollute the environment," said Orlanes.

On weekends, thousands of skaters take to the asphalt as hot doggers slalom through courses of soda cans; families skate together toting a picnic basket or pushing a stroller. And disco dancers boogie in precision routines—it's life on wheels.



Bicycling

Instead of pumping iron, many folks today are pumping bicycle pedals to a healthier body.

Biking has rebounded as an American pastime since the oil embargo and gasoline shortages became a trademark of the '70s. But Americans returning to the amusement of the 'Gay '90s' are finding a form of aerobic exercise that works mainly on the lower body while being one of the best activities for the heart. Regular biking is one of the best defensive weapons against cardiovascular problems. In addition, biking can reduce high blood pressure, keep the liver from developing fatty deposits and help prevent bone deterioration.

"You can feel your body moving and you are in touch with what you're doing. It gets you in touch with your

head," said Photographer's Mate First Class John Henry Wright, a Navy cyclist. "Bicycle riding is a way to get in touch with yourself and the things around you."

The 25-year-old Navy photojournalist began cycling at age seven and hasn't stopped pumping. During the last three years alone, he's pedaled at least 5,000 miles.

Assigned to the Commander in Chief Pacific Public Affairs Office, Wright has abandoned the automobile. He buses to work on Hawaii's mass transit system and spends his weekends bicycling around the island of Oahu. He became a serious cyclist when he upgraded his two-wheel transportation by selling his three-speed in favor of a 10-speed bicycle.

"My car started falling apart," said Wright. "And I got tired of paying insurance premiums, buying gas, and paying repair bills. Besides, when you're in a car going 55 mph, you see very little of what's around you—trees, animals, people—life in general," he declared.

His experience with car problems caused the Navy man to make a commitment—if he can't get there on a bicycle or bus, he doesn't go.



"It's been hard, it's been real hard, but I'm getting used to it and I don't anticipate buying a car for a long time," he said. "The economics of bicycling are hard to beat."

For the cycling novice, the largest expense is a bicycle—that can cost about $180. But according to the Bicycle Manufacturers Association of America, a person can spend a lot less than $150 for a good 10-speed by buying from a department store rather than a bicycle shop.

Two other pieces of required equipment are a safety helmet and a safety bike flag. Most cyclists buy a bicycle helmet after their first fall but the smart ones purchase it with the bike. The safety flag is the second piece of equipment a cyclist needs. The small triangular flag made of flourescent material attaches to the rear of the bike on a fiberglass pole, making the cyclist easily spotted in traffic. Cyclists also must remember that they are required to obey traffic regulations.

Added cost can result from buying specially designed cycling clothing and accessories. Normally though, most cyclists can get by with a T-shirt, a comfortable pair of shorts that allow easy movement, and a pair of sneakers. All clothing should be brightly colored for good visibility.

Since joining the Navy in 1974, Wright has found the bicycle his main mode of transportation throughout his tours at the Naval Photography School, Pensacola, Fla.; Naval Air Station, Atsugi, Japan; attending the Navy's photojournalism course at Syracuse University, N.Y.; and in Hawaii.

Distance, however, is not a big factor for Wright who's planning a two-week biking tour on Hawaii's Big Island and even has a dream of making a coast-to-coast ride one day.

Contributing to this story on individual sports were JOCS John D. Burlage, JO2 Wayne E. Dalton, JOSN Jenell D. Miller, JO1 James R. Giusti, JO2 P.M. Callaghan, JO2 Bob Rucker, and JO2 Steve Bellow. Art by LTJG James Mulvey.

MEPCOM

Where it All Begins



Each year, about a million people set out to join the military, many of them America's youth just out of high school. Not all, however, qualify for enlistment. In fact, about one-half of all military service applicants are turned away for one reason or another. A small number of applicants get in by mistake, only to be subsequently discharged because they can't endure the rigors of basic training. But last year (FY 79), almost 340,000 men and women did qualify. They passed all the entrance tests, went on to complete basic training and are now serving as part of America's two million active duty service members around the world.

The whole business of processing these applicants for enlistment belongs to a jointly-staffed command called MEPCOM (Military Enlistment Processing Command), with headquarters at Ft. Sheridan, Ill.

On a day-to-day basis, MEPCOM's role as processing agent for all applicants looking to enter military service is carried out at the local level by the Armed Forces Examining and Entrance Stations (AFEES). In the continental United States, there are currently 65 AFEES, one in San Juan, P.R., another in Honolulu, Hawaii, and substations in Alaska and Guam. All AFEES commanding officers report to MEPCOM via one of three sector headquarters: Eastern (Ft. Meade, Md.), Western (Oakland, Calif.), and Central (Ft. Sheridan, Ill.).

Before the military draft was put in a standby status in 1973, the majority of the people processed at the AFEES were Army applicants, and the AFEES themselves were under the jurisdiction of the Commanding General of the U.S. Army Recruiting Command (USAREC). MEPCOM did not then exist.

With the end of the draft, Army applicants continued to be the biggest customers at the AFEES (nearly half of all service applicants go Army), but special problems evolved with processing an all-volunteer force. For one thing, there was a turnaround in the traditional way AFEES personnel had to screen applicants—a change that prompted the military to take a closer look at quality control.

"Until 1973, if people were going to cheat, they were going to cheat to stay out," explained Rear Admiral Thomas F. Brown, III., the current commander of MEPCOM. "After 1973, if people were going to cheat, it was to get in."

In 1975, a special task force studied this problem and then concluded—partly because of a new emphasis being placed on enlistment quotas by the service recruiting commands—that it was not smart to have the same people who recruit applicants also process them.

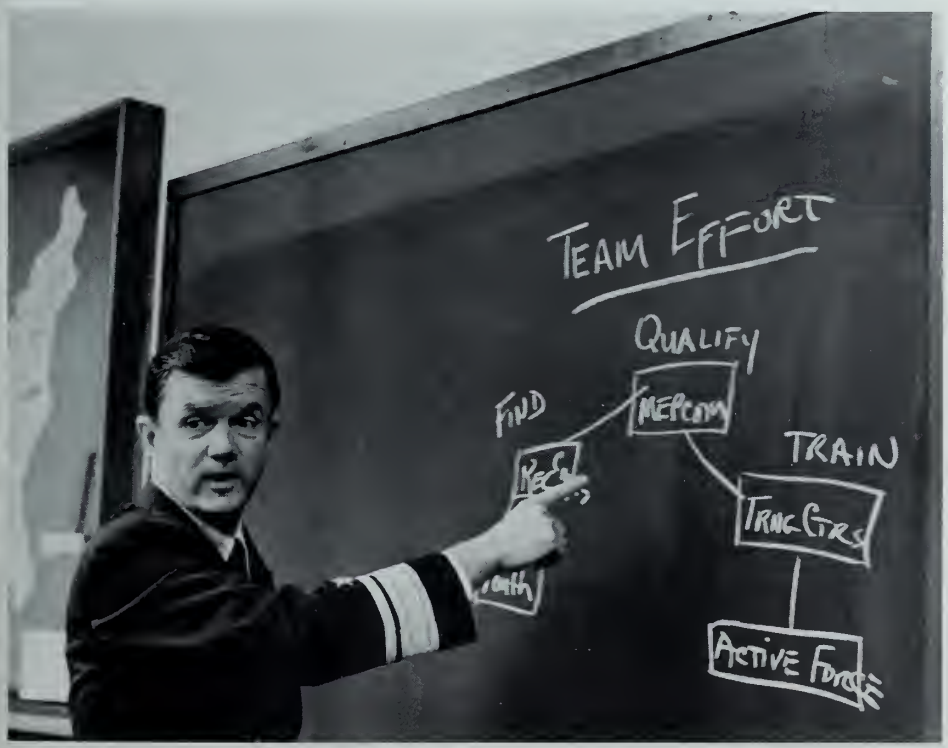
"The creation of MEPCOM was designed to provide a greater measure of quality assurance in all areas of enlistment processing," said RADM Brown.

After its creation in 1976, MEPCOM and the AFEES it now supports became a separate and distinct organization. Because the new command was formed out of mission responsibilities originally developed for USAREC, the commander of USAREC was also charged with commanding MEPCOM. Then, in October 1979, MEPCOM broke all ties with USAREC and became organizationally independent, with its own commander, its own charter, and its own identity.

In carrying out its mission of processing applicants through the AFEES, MEPCOM follows quality standards that the military services established themselves. MEPCOM establishes no enlistment requirements. Neither is it bound by any service quotas. Rules governing entrance requirements, like physical, mental and moral standards—some set down as long ago as 1945—cannot be changed by MEPCOM.

By and large, the minimum quality standards for enlistment vary little among the services. When standards are identical, or where differences exist, MEPCOM's mandate is the same: follow all guidelines. Yet, even with established standards and guidelines, the decision to accept or reject an applicant for military service is not always simple.

Perhaps in no other area of enlistment processing are MEPCOM's objectivity and decision-making responsibilities put to the test more than in the area of the pre-enlistment physical. The thorough, one and one-half hour long physical exam given at the AFEES has one main purpose: to screen out any person who



Left: RADM Brown, MEPCOM's commander. Opposite: After applicants take oath of enlistment, they head for basic training.

would likely fail to meet the tough physical standards of boot camp.

"That's the common denominator," said Army Colonel (Dr.) Einar Himma, head of MEPCOM's medical directorate. "Unless you're able to pass basic training, you're not qualified."

The problem of trying to identify who will be able to endure the stringent demands of basic training is complicated when applicants sometimes withhold information about their medical history.

On the average, of all applicants who take the AFEES physical, 10 percent fail. Of the 90 percent who pass and go on to basic training, about two percent are soon separated because of medical problems that existed before entry into the service but which were not identified at the AFEES. The number of E.P.T.S. (existed-prior-to-service) cases was nearly double before MEPCOM's creation. One likely reason for the drop in the number of these cases, according to COL Himma, is because MEPCOM's medical directorate improved procedures for analyzing E.P.T.S. cases. "We send our findings to the medical staffs at the AFEES to be corrected," said Himma.

"For them, it is a learning experience, not punishment," he said. "This is where our quality assurance comes in. The physical examination given at the AFEES is now a successful screening tool 98 percent of the time."

In the two percent of cases where an applicant has a physical disqualifier that was not uncovered during the pre-enlistment physical, the fault lies mostly with the applicant, according to Himma.

It was found that about half of the E.P.T.S. cases resulted because the applicant wanted to get into the service and did not tell the truth. "The person might have asthma, or a seizure disorder," said Himma. "Sometimes we can't find it."

Sixteen percent of E.P.T.S. cases occurred because the applicant had a condition, such as an abnormality of the spine, which he or she did not know about.

"Unless we expose every applicant to spine x-rays, it's next to impossible to detect such a condition, but the stress of basic training can bring it out," Himma said.

Other times, E.P.T.S. cases involve conditions that were detected during the AFEES physical, but because these conditions—flat feet, for example—were in a "gray area," the chief medical officer (CMO) at the AFEES could, and did, approve the applicant for service.

"Only in four percent of E.P.T.S. cases was the doctor at fault," Himma said. "We consider that record very good.

AFEES LOCATIONS

Eastern Sector (Headquarters: Ft. George G. Meade, Md.)

Albany, N.Y.
Atlanta, Ga.
Linthicum Heights (Baltimore), Md.
Beckley, W. Va.
Boston, Mass.
Buffalo, N.Y.
Charlotte, N.C.
Fort Hamilton, Brooklyn, N.Y.
Fort Jackson, S.C.
New Cumberland (Harrisburg), Pa.
Jacksonville, Fla.
Manchester, N.H.
Miami, Fla.
Newark, N.J.
New Haven, Conn.
Philadelphia, Pa.
Pittsburgh, Pa.
Portland, Maine
Raleigh, N.C.
Richmond, Va.
San Juan, P.R.
Springfield, Mass.
Syracuse, N.Y.
Wilkes-Barre, Pa.

Western Sector (Headquarters: Oakland Army Base, Calif.)

Albuquerque, N.M.
Amarillo, Texas
Boise, Idaho
Butte, Mont.
Dallas, Texas
Denver, Colo.
El Paso, Texas
Fresno, Calif.
Honolulu, Hawaii
Houston, Texas
Los Angeles, Calif.
Oakland, Calif.
Oklahoma City, Okla.
Pheonix, Ariz.
Portland, Ore.
Salt Lake City, Utah
San Antonio, Texas
San Diego, Calif.
Seattle, Wash.
Spokane, Wash.
Anchorage, Alaska (substation)
Guam (substation)

Central Sector (Headquarters: Ft. Sheridan, Ill.)

Chicago, Ill.
Cincinnati, Ohio
Cleveland, Ohio
Columbus, Ohio
Des Moines, Iowa
Detroit, Mich.
Fargo, N.D.
Indianapolis, Ind.
Jackson, Miss.
Kansas City, Mo.
Knoxville, Tenn.
Little Rock, Ark.
Louisville, Ky.
Memphis, Tenn.
Milwaukee, Wis.
Minneapolis, Minn.
Gunter Air Force Station (Montgomery), Ala.
Nashville, Tenn.
New Orleans, La.
Omaha, Neb.
Shreveport, La.
Sioux Falls, S.D.
St. Louis, Mo.

"We try to be cautious," he said, "but we don't want to disqualify anyone who should be qualified."

COL Himma said that most complaints he hears regarding the physical exam are based on physicians being too careful, too thorough and too rigid in the application of medical standards.

But before a candidate for military service can take the physical examination, he or she must first pass a written examination. The three-hour long ASVAB (Armed Services Vocational Aptitude Battery) may be taken at an AFEES station or at any of 750 mobile examination team (MET) test sites around the country. In addition, the "institutional version" of the ASVAB is given at about five of seven high schools in the United States to students in their junior and senior years. High school guidance counselors have found the ASVAB test results helpful when comparing their students' strengths and weaknesses with students nationwide.



The institutional ASVAB is promoted and marketed by the recruiting services but administered by MEPCOM at no cost to the high schools or the students. Students' answer cards (as many as 900,000 a year) are forwarded to MEPCOM headquarters to be graded. Test results (usually returned within 14 to 30 days) have proven valuable to local recruiters, as well as to school officials and students.

If a student takes and passes the ASVAB in high school, his or her scores are valid for two years. After graduation, the student need not take the written test again to qualify for entry into the military.

Tests taken at the AFEES (called "production" ASVAB) are graded on the spot because candidates taking the written test at an AFEES (except those going into the delayed entry program (DEP)) are looking to join as soon as possible.

Part of the ASVAB—the AFQT (Armed Forces Qualification Test)—is the segment which determines eligibility for military service (the minimum AFQT qualification score varies among each branch of the service).

Scores from the other portions of the ASVAB provide recruiting counselors—who usually occupy a separate part of the AFEES building—with general indicators of an applicant's potential. These scores help determine the service schools and job classifications for which a candidate may qualify.

After the applicant passes both the written and physical examinations, he or she will meet with the recruiting counselor to discuss available enlistment options. Then, when the counselor has finished preparing the enlistment contract—fitting the applicant with a skill

Senior Master Sergeant Donald Bonen, USAF, of MEPCOM's test scoring division—where some 900,000 high school tests are processed each year.

for which he or she has been qualified and selected, and for which the service has a requirement—the would-be soldier, sailor, airman, or Marine is returned to MEPCOM for further processing.

"When the applicant comes back to us from his or her service counselor, we conduct a pre-enlistment interview," said Army Lt. Col. James E. Culbertson, MEPCOM's director of personnel administration. "We go over the contract with the applicant to ensure that there is a complete understanding of all the words and phrases used and all the points covered. The pre-enlistment interview has been improved at the AFEES since MEPCOM came into being," said Culbertson. "It's just another step in our aim for quality control.

"And then, before applicants take the oath of enlistment and leave for the airport, on their way to basic training, we brief them as much as we possibly can on what to expect. We give them a word picture of what the next few hours of their lives are going to be like, from the time they leave the AFEES until they arrive at one of the training centers. For many, their day spent at the AFEES might be their first association with the armed forces, and the experience of heading for basic training might be the first time they've ever traveled," said Culbertson. "They come in the front door of the AFEES, and before they go out the back door, en route to the training center, they get a lot of special attention from us. It's all part of our red carpet treatment."



Culbertson said the AFEES are always looking for qualified medical and administrative people to join their staffs. "Our staff members are all E-4 or above," he said. "Volunteering for an AFEES assignment gives people a tremendous chance to work close to their home towns. And we have found that the services welcome volunteers."

Beginning in October, MEPCOM will increase the number of versions of the written tests for use by the AFEES. Three new versions of the ASVAB will replace the two older versions. Also, with the addition of two new AFQT portions, six different combinations of the test will be available for use.

The increase in number of test versions is seen as an effective way to reduce opportunities for fraud. With more versions, there will be little advantage gained by applicants who try to memorize a test, or test questions, that might have been given to them beforehand. Usually, AFEES staff personnel are the first to spot a possible test compromise because they are the ones who score the production tests.

Conflicting or inconsistent scores within the test battery itself can indicate foul play. For example, general science and word knowledge are two tests within the ASVAB that correlate. Arithmetic reasoning and numerical operations also correlate. If an applicant scores high on the one test and low on the other,

Left: COL Himma, USA, head of MEPCOM's medical directorate. Right: MEPCOM determines if applicants are physically fit to endure the tough standards of boot camp.

there is an indication of a possible test compromise—that the applicant might have been "prepared" for one test, but not the other.

"But it's only an indication of possible wrongdoing," said Yeoman First Class Mark Nischik, of MEPCOM's testing directorate operations division. "It appears odd that someone would do well in the one area and not in the other," he said, "but sometimes that's what happens." These applicants are then given verification retests.

When a test is believed to have been compromised, MEPCOM will investigate. If MEPCOM believes that a recruiter might be involved in a test compromise, results of the investigation are forwarded to the recruiting commands.

"They'll take over with their own investigations," said YN1 Nischik. "If a recruiting command finds a case of cheating, they have the job of policing their own people."

The job of providing assistance and guidance to the AFEES is one of MEPCOM's most challenging responsibilities. Not only does MEPCOM assist in arranging for the lodging and feeding of applicants who must remain overnight at the AFEES (by negotiating contracts with national hotel-restaurant chains), but MEPCOM also works to standardize processing forms and procedures, as well as communication, among the AFEES. Improved communication networks and data gathering systems now make it easier to identify AFEES "jumpers."

Lieutenant Commander Robert A. Draper, of MEPCOM's automation management directorate, explained: "There might be a person who really wants to join the military, but doesn't qualify at a particular AFEES," he said. "So, he'll go to another AFEES and lie about, or omit, the things that caused his disqualification, until he finds an AFEES that accepts him into a service."

From the beginning, each of the military branches has shared the task of making MEPCOM work. The position of commander, now held by RADM Brown, also is shared—rotating among the four services every two years. Thus far, MEPCOM is doing its job very well.

"In a very short time, we have established a great deal of credibility among the services," said Brown.

Perhaps Army Colonel John G. Burbules, deputy commander of MEPCOM, best described the role of this jointly-staffed organization: "Imagine, figuratively, a hose dipped into the pool of the American youth with the other end funneling out to the armed forces. We're right in the middle, acting as the quality control for that flow passing through the hose. We don't establish standards; we do enforce them."

—Story by JO2 Steve Bellow



New EE Series

Why Not Invest

Do you have your eye on a new car, a boat, or a special vacation this summer? Do the things you want always seem just beyond your ability to pay for them? Do you find it difficult to save? If you answer yes to any of these, United States Savings Bonds may offer a solution.

Saving money helps you establish a sound credit rating. The combination of your savings and credit rating can help you get those things you want. One of the easiest ways to save is through the military bond allotment plan. Once you sign the authorization form, the money will be deducted automatically from your paycheck. By alloting money directly into savings bonds, you avoid the temptation of spending what is in your pocket.

New series EE (double E) savings bonds will be introduced to the Navy during the June savings bond campaign. They take the place of the series E bonds currently issued.

The new bonds are similar to the old series E bonds, earning the same interest during the same period of time. The differences are:

- the minimum denomination of series EE bonds is $50; the $25 series E bonds will be eliminated.
- Series EE bonds will sell for 50 percent of face value, compared to 75 percent for series E.
- Series EE bonds will mature in 11 years, compared to five years for series E bonds. However, since the new bonds have the same interest curve, they will earn the same amount in five years as the series E bonds.

Series EE bonds may be redeemed six months after issue. Bonds held five years will earn interest at 6.5 percent; bonds held the full 11 years will receive 7 percent interest. There is no need to redeem series E bonds you now hold—they will continue to earn interest at the current rate.

If your Child's Age is:	Value of EE Bonds at Age 18 through monthly investment of: $25.00	$37.50	$50.00	$100.00
At birth	$9,989.36	$14,984.04	$19,978.72	$39,957.44
1	9,079.78	13,619.67	18,159.56	36,319.12
2	8,226.66	12,339.99	16,453.32	32,906.64
4	6,675.48	10,013.22	13,350.96	26,701.92
6	5,310.68	7,966.02	10,621.36	21,242.72
8	4,109.84	6,164.76	8,219.68	16,439.36
10	3,053.42	4,580.13	6,106.84	12,213.68
12	2,123.82	3,185.73	4,247.64	8,495.28

Although certain financial institutuions are offering greater interest rates for savings, they generally require a greater initial investment in order to receive a higher interest rate. Bonds allow the average saver to build a nest egg without requiring large amounts of money to start.

Remember, too, that every dollar going into savings bonds is guaranteed, protected by the government's promise to replace lost, stolen or destroyed bonds as of the date of issue, so there's no loss of principal or interest.



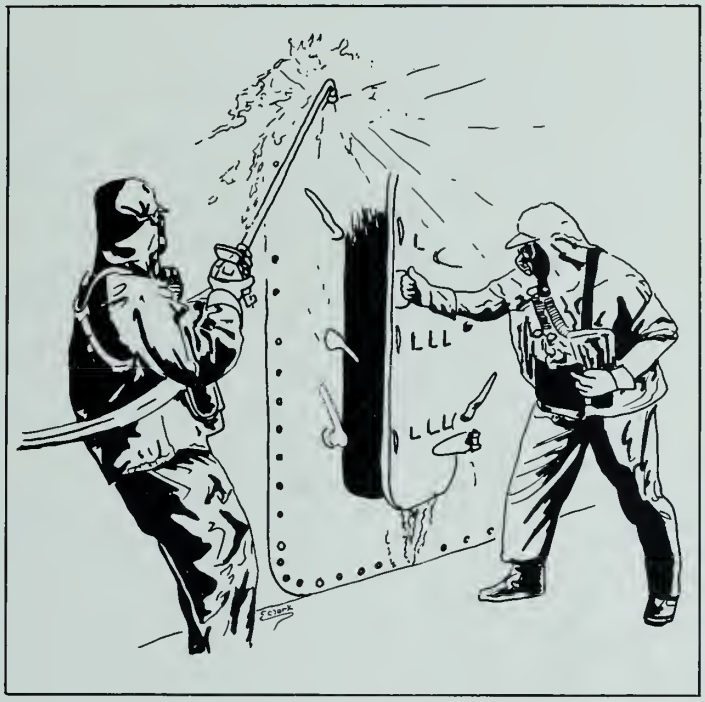
Additionally, interest on savings bonds is exempt from state and local taxes, unlike other forms of savings. Federal tax may be declared annually or deferred until the bond is redeemed or reaches final maturity, whichever comes first.

One popular plan involves purchasing bonds in a child's name with the parent designated as a beneficiary rather than as a co-owner. Money invested in this manner can provide a pool for the child's education that may not be subject to taxes (see accompanying table). At the end of the first year, a tax return is filed for the child showing the increase in bond value as income to the child. With "intent" established, no more returns are filed as long as bond interest plus other income does not exceed the child's exemption.

The Comptroller General of the United States approved automatic conversion from series E bonds to series EE for military bond allotments, provided the individuals are notified of the conversion two months before the conversion date. This notification informs savers of the change and allows them to adjust their allotments, if desired. If the saver does nothing, the allotment will probably stay the same. While some allotments may be reduced, no savings bond allotments will be increased—only the saver may increase his or her allotment.

Stern Shots

Repair parties are the damage control assistant's (DCA) representative at a casualty or damage scene. They are the primary units in the damage control organization. A repair party is determined by the location of the station and the size of the area assigned to the station. Match the following repair parties to their area of responsibility.



1. Repair One	_____	A. Ordnance
2. Repair Two	_____	B. Galley Deck
3. Repair Three	_____	C. Propulsion
4. Repair Four	_____	D. After repair
5. Repair Five	_____	E. Amidship repair
6. Repair Six	_____	F. Main Deck
7. Repair Seven	_____	G. Electronics
8. Repair Eight	_____	H. Forward repair

Answers: 1-F; 2-H; 3-D; 4-E; 5-C; 6-A; 7-B; 8-G

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ALL HANDS

AUGUST/SEPTEMBER 1980

All You Need to Know About Your Rights & Benefits

SPECIAL ISSUE

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Navy Rights & Benefits



A Message from the Chief of Naval Operations

Service in the United States Navy is a unique profession. I can think of no other field today in which people are called upon to shoulder such great responsibility so early in their careers. Events in recent months in several parts of the globe have demonstrated both to our countrymen and ourselves the exceptionally important role that Navy people play in maintaining peace and stability in our world.

In return for your willingness to shoulder these responsibilities, you have earned a series of rights and benefits for yourselves and your families. While no benefit package can hope to compensate Navy people completely for all their efforts and sacrifices, I place great value on ensuring that right and equitable programs exist to meet important personal and family needs. You also should know that I am committed to the improvement of existing benefits and the establishment of others which will better meet our people's needs.

This issue of All Hands provides a summary of your rights and benefits as they exist today. It will help you to become more fully informed of the benefits of your current service and the opportunities presented by a full career in the Navy. You have earned them by hard work and diligent effort, and I hope you will find this information helpful in your personal planning.

T.B. Hayward
Admiral, U.S. Navy

ALL HANDS

Navy Rights & Benefits—Special Issue

MAGAZINE OF THE U.S. NAVY—58th YEAR OF PUBLICATION
AUGUST/SEPTEMBER 1980 NUMBER 763/64

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INTRODUCTION

The United States Navy is a complex organization not only in terms of its ships and technologically sophisticated equipment, but also in terms of its people and the occupational specialties of these people. But Navy people are more than just numbers of officers and enlisted men and women who have special qualifications. They are the people who make our Navy what it is—the greatest Navy in the world.

It is little wonder then that the Navy, in pursuit of its complex mission, devotes considerable time and money to the care and welfare of its people. And it is undeniable that one important aspect of attracting and retaining a competent All-Volunteer Force centers on the various benefits offered in addition to basic pay.

In fiscal year 1979, the U.S. Navy spent approximately $6.8 billion on pay and allowances for its more than 525,000 active duty people. This figure includes money for PCS travel, BAQ, enlisted dining facilities and FICA contributions; it does not include retired pay nor does it include money which pays for benefits such as medical and health care, commissary and exchange privileges, or recreation.

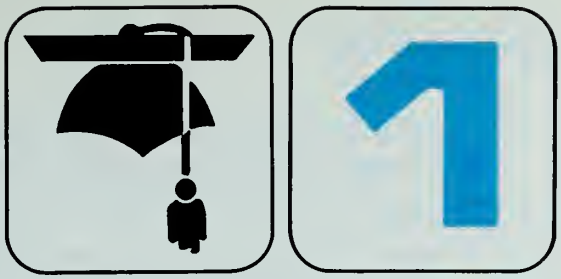
All of the various benefits—educational opportunities, medical and health care, retirement, life insurance, paid leave, commissary privileges, to name but a few—have the common objective of providing financial protection for and raising the morale of active duty people, their families, and their survivors. This holds true also for members of the Naval Reserve and for active duty and Reserve retirees who enjoy certain privileges.

Because of the diversity of the Navy's many benefit programs, and the fact that they are constantly being adjusted to better serve Navy people, All Hands was asked to prepare this special issue to help Navy people better understand the benefits to which they are entitled.

In researching the information, the staff of All Hands worked closely with many organizations and individuals throughout government and especially within the Department of the Navy. The cooperation and valuable contributions of these various organizations have significantly increased the accuracy and usefulness of this information.

In addition, organizational units defining and implementing Navy policy were invited to review and comment on the benefit information. All Hands is grateful for the time and attention given to these reviews and acknowledges that the critical comments made were invaluable in the search for the most up-to-date and factually correct information possible.

This special issue on Navy Rights & Benefits is the result of a cooperative effort. It is one example of the Navy's commitment to communicate with its people and to keep them fully informed.



Educational Opportunities

The invitation to "join the Navy and see the world" is also an invitation to extend your educational horizons. In today's Navy, you can satisfy your wanderlust by traveling to duty stations throughout the world. But it is only through learning experiences that you can come to a greater understanding of your place in that world. Education is the key to understanding yourself, your culture, and world cultures. As a Navy person, you are entitled to that education.

In today's Navy, with its advanced technology and sophisticated equipment, great pains are taken to keep Navy people up-to-date in everything from electronics to English, from sonar to sociology.

This first chapter explains how you can advance yourself educationally while on active duty.

★ ★ ★

The Navy Campus

The Navy Campus is a collection of voluntary educational programs designed to enable you to go to school while on active duty. Navy Campus enables you to complete requirements for a high school diploma, pursue a civilian apprenticeship program, earn a vocational certificate, a two-year associate's degree, or a bachelor's degree. Perhaps you already had earned some college credits before you entered the Navy. In this case, the Navy Campus education specialist can assist you in building an educational plan.

Your link to the Navy Campus is the Navy Campus Education Specialist. Your Navy Career Counselor and Command Education Services Officer will help you identify your educational goals. OPNAVINST 1500.45A outlines the Navy's voluntary education program.

On-Base Navy Campus Program

At all major shore installations, you will find civilian colleges and universities working with the command to offer courses on site. In many cases, you will be able to choose from among a number of institutions and programs. If you are at a shore installation, find out where the Navy Campus office is and make an appointment to see the Navy Campus Education Specialist. He or she knows which courses and degree programs are offered on the base as well as those offered near by. The Navy Campus Education Specialist will put you in touch with the college's own representatives. If you are ashore for three or more years and are near a college or university campus, you will be able to go a long way toward getting an occupational certificate or a college degree. The most important thing, however, is to develop a plan and begin working toward your goal. Discuss this with your Navy counselor and keep in close touch with your Education Specialist.

If you have not been located at a shore installation where the courses you want to take are offered, then look into the Navy Campus Consortium. The 18 colleges and universities that are members of the Navy Campus Consortium do not require that you earn a specific number of credits at their college alone. They are willing to award degree credits for many of your learning experiences both within and outside of the Navy. The advantage of the Navy Campus Consortium is that you sign an agreement with a particular college in the consortium and they agree to accept the credits you have acquired from other colleges as well as to waive their residency requirements. In this way, your constant moving doesn't work against you. Your Navy Campus Education Specialist can help you decide if this is the right choice for you.

Whether you take advantage of the courses offered on your base, at nearby campuses, or participate in the Navy Campus Consortium, you can apply for tuition assistance. Your Navy Campus adviser will explain the application process to you. Under this support program, Navy enlisteds and officers, taking undergraduate courses, can receive up to 75 percent of the tuition costs.

Navy Campus Program Afloat (PACE)

The Navy Campus voluntary education program for personnel assigned to a ship is called PACE (Program for Afloat College Education). Classes

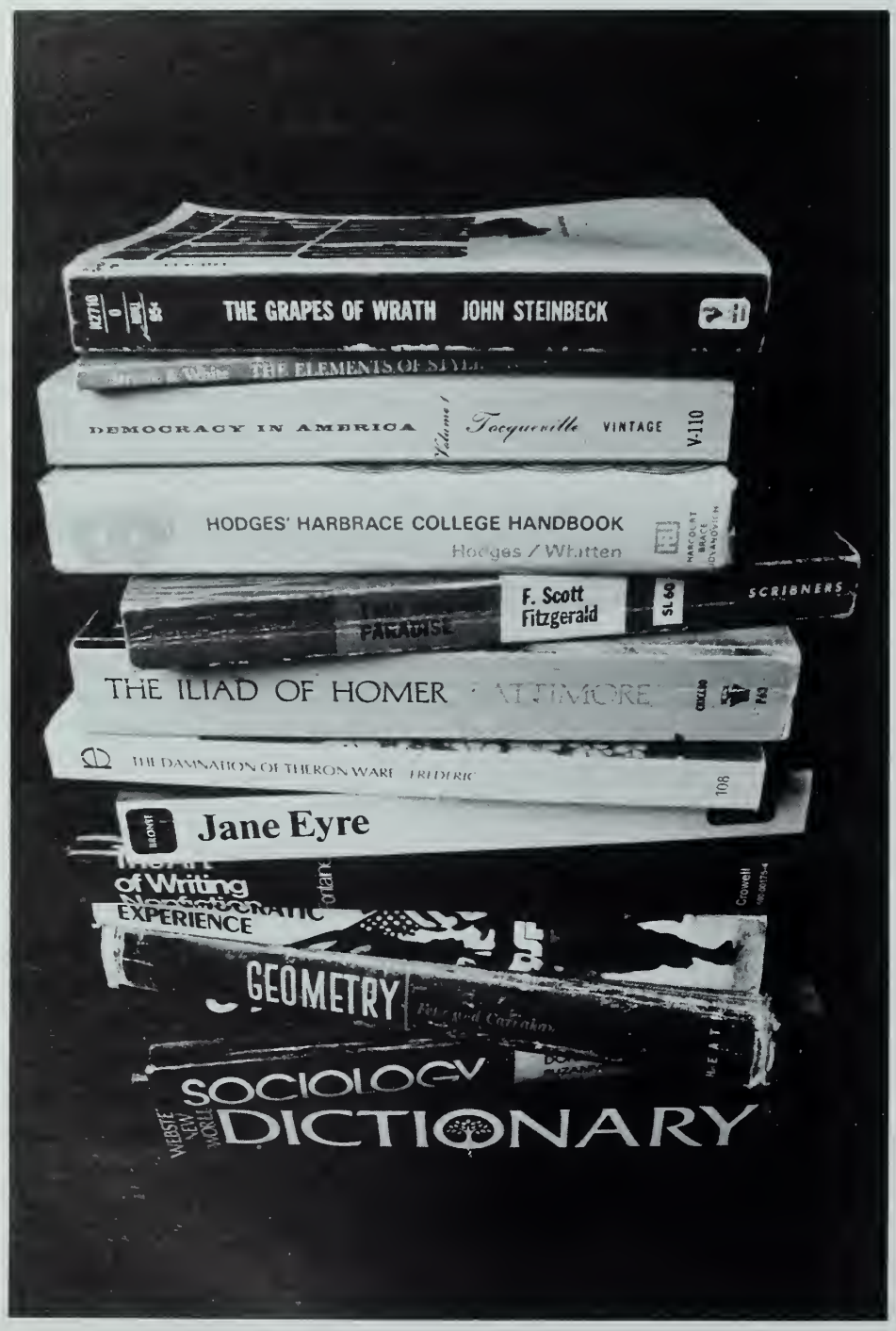
provided at sea are delivered under contract with civilian colleges and universities. The Navy Campus contracts with colleges to provide academic and vocational courses to all fleet units. Florida State University and the City Colleges of Chicago serve the Atlantic Fleet while Chapman College in California and the San Diego community colleges serve the Pacific Fleet. Ask your Education Services Officer to find out what is available on your ship and when the courses will begin. If you are in port, your Navy Campus Education Specialist can give you the information you need.

Navy Campus High School Studies Program (NCHSSP)

This is your opportunity to receive instruction in basic, functional skills such as reading, mathematics, English or high school level science or to complete requirements for your high school diploma. NCHSSP is really two programs.

The functional skills program is the on-duty program. If a commanding officer requests classes for the crew, the subjects are taught to groups of 10 or more people during duty hours (ashore and shipboard) by a civilian instructor. Although high school level courses are taught, this is not a high school completion program; no credits are given. However, improvement in these subjects will help you pass a high school level General Education Development Examination (GED). This program is very effective in the fleets.

If you are ready to complete requirements for your high school diploma, you must do it on your off-duty time. All of the tuition costs for taking courses to complete diploma requirements will be paid by the tuition assistance program. Your Navy Campus Education Specialist can give you information. If you're stationed overseas, you can take the GED test free of charge.



Apprenticeship Training

In conjunction with the Department of Labor, the Navy Campus started the Apprenticeship Training Program in 1976. Apprenticeships are possible in three ratings: instrumentman, photographer's mate, and mess management specialist.Others are being developed. This program applies Navy training to civilian journeyman certification. Here's how it works:

Hourly work experience in the Navy can add up to job certification in the civilian market. You'll probably need more than one enlistment to complete the work experience required, which ranges from 4,000 to 6,000 hours. But you can satisfy up to 50 percent of the total training requirements by appropriate previous experience. This work experience can help you advance in your Navy career and also can help you get a civilian job.

Instructor Services

Shore commands can request and receive approval to offer non-credit courses through Navy Campus if at least 10 active duty people want to take the

course. Classes are usually held ashore with civilian instructors. The range of useful courses which are meant to improve individual performance include topics such as conversational foreign language and personal money management.

Tuition Assistance (TA)

The tuition assistance program is the major support program for off-duty education. Enlisted people taking high school completion programs receive 100 percent tuition assistance. Enlisted personnel and officers taking undergraduate courses can receive up to 75 percent of the tuition costs under this program. However, officers working toward a graduate degree must obtain program approval from the Naval Postgraduate School. Detailed information on the tuition assistance program is available from your Navy Campus Education Specialist.

Basic Educational Opportunity Grant

For a Basic Educational Opportunity Grant (BEOG), financial need is determined on the basis of a formula developed annually by the Department of Education (ED) and reviewed by Congress. For BEOG assistance, a student must have financial need; be enrolled at least half-time in an eligible undergraduate program at a participating college, university, or vocational or technical school; meet specified citizenship requirements; and not have used his/her full eligibility for basic grants.

For information on how to apply for a Basic Grant, contact your Navy Campus Education Specialist.

Defense Activity for Non-Traditional Education Support

DANTES (Defense Activity for Non-Traditional Education Support) serves all of the services. This activity makes it possible for you to take tests and pursue independent study for credit. Of the tests available through DANTES, one of the most widely known is the College Level Examination Program (CLEP). CLEP exams are free to active duty people.

Also, DANTES has developed subject matter tests which, if passed at a particular level, give you credits toward a college degree. Additionally, DANTES offers standard college entrance tests to active duty personnel. Active duty personnel may take these tests free of charge.

If you prefer working for college credits at your own pace, you should check with the DANTES Independent Study Catalog. Your Navy Campus Education Specialist can explain what is available under DANTES and show you credit recommendations for your Navy training.

Servicemembers Opportunity Colleges (SOC)

SOC refers to a national consortium of colleges and universities that have made a special commitment to assist military people in achieving educational goals. Although most SOC colleges do not offer the liberal non-residency feature of the Navy Campus Consortium, SOC colleges provide flexible class schedules, emphasize counseling for military students and cooperate in as many ways as possible with the Department of Defense to assist active duty people in finishing college during their off-duty time.

Many of the colleges serving naval installations are members of SOC. All of the colleges and universities that belong to the Navy Campus Consortium are members of SOC.

Rate Training

Navy schools provide enlisted people with intensive training in chosen areas or areas in which they have special interests and aptitudes. More than three-fourths of Navy enlistees attend Class "A" schools where they learn the basic skills of their ratings. Class "C" schools go beyond the basics into more technical training. The remaining 25 percent of sailors not attending "A" schools go directly to assignments in the fleet or to shore stations after recruit training. They learn their jobs through Navy on-the-job training (OJT).

STAR/SCORE

While the Navy's OJT is valuable training, sometimes it's not enough. If you didn't go to "A" school and you want to attend "C" school, there's the Selective Training and Reenlistment (STAR) program.

STAR guarantees a school assignment during the first 12 months of an enlistment to lower ranking enlisted men and women. STAR is open to the more critical rating classifications in Career Retention Enlistment Objectives (CREO) Groups A (less than 80% manned, B (80-89% manned), C (90-100% manned), or D (101-105% manned). Eligible persons must have served at least 21 months but not more than eight years' total active service. Graduates of "A" schools must also meet these requirements to attend "C" schools under STAR. Sailors who graduate from "C" school under STAR are automatically promoted to E-5.

The Selective Conversion and Reenlistment (SCORE) program guarantees "A" or "C" schooling to a first class petty officer or below working in CREO Groups B, C, D, or E but converting to a more undermanned rating.

If you are in a rating now where advancement possibilities are slim, you may want to consider SCORE and get into another rating in which you can move ahead.

Successful completion of "A" school leads to automatic conversion to the desired rating. Graduating from "C" school may qualify you for automatic advancement.

To be eligible, you must meet the time in service (TIS) requirement of 21 months but not more than 15 years. You also must show potential for conversion by completing practical factors for your rating and by getting good evaluations.

If you cash in on STAR, you're not eligible for SCORE but you still may be able to cash in—literally—because both programs also offer reenlistment bonuses to qualified people. To find out which

program is suitable, talk to your Navy counselor or ESO.

Change of Rating

Active duty people may be able to change their ratings in the Navy without changing their paygrades. However, change in rating applies only to first class petty officers and below with less than 15 years of active duty who have an interest or aptitude in another, though undermanned, rating in CREO Group A or B.

To be considered, the applicant must have his or her commanding officer's recommendation and must not be serving in a critical rating or serving an enlistment for which service bonuses are paid.

A change in rating is a lateral change in an occupational specialty without changing the paygrade. For example, if you are a second class aviation electronics technician, you could change your rating to an aviation antisubmarine warfare technician without losing your E-5 paygrade.

To effect a change in rating, check BUPERS Manual 2230180 for eligibility requirements.

Enlisted Education Advancement Program (EEAP)

The Enlisted Education Advancement Program (EEAP) offers career motivated enlisted members the opportunity to pursue a course of instruction at a participating junior or community college leading to an associate of arts/science degree in a rating-related or management-related discipline.

EEAP provides for the completion of associate degree requirements to improve qualifications for advancement and to improve supervisory abilities of high quality enlisted personnel. Selectees will receive full pay and allowances, but will pay all costs for tuition, books and other fees. The course of study must continue through the summer months and the requirements for an associate degree must be completed in 24 calendar months or less. Six years of obligated service will be incurred in exchange for the opportunity to participate in the program. The EEAP institution will be attended during the first two years of the obligation.

Eligibility requirements for EEAP are:

- Be 21 years of age but not older than 36 on September 1 of the first year of enrollment.
- Have at least 4 years but not more than 14 years of active duty service as of September 1 in year of enrollment.
- Be a high school graduate or have passed the General Education Development (GED) test.
- Have a word knowledge (WK)/arithmetic reasoning (AR) of at least 110.
- Be recommended by the commanding officer.
- Have no record of conviction by court-martial, non-judicial punishment, or by civil court for other than minor traffic violations during the previous two years.
- Must agree to reenlist or extend enlistment to have six years of active obligated service as of enrollment date.

College/Career Options for Commissions

With the cost of living spiraling higher and higher, it's becoming more difficult to pay for a college education. However, the Navy can guarantee you the education you might not otherwise be able to afford. The Navy will pay for your education and then give you a commission if you are willing to give your time and talents in the naval service. Trading three to five years of active duty time in the Navy for a college education may be the best deal you'll ever get.

If you enlisted in the Navy after graduating from college, you might be eligible to attend Officer Candidate School (OCS). For information on college programs leading to commissions and career options, see Chapter 4, "Paths to a Commission."

Enlisted Commissioning Program (ECP)

If you are an enlisted person with previous college credits, you may be eligible to complete requirements for a bachelor's degree and earn a commission via Officer Candidate School.

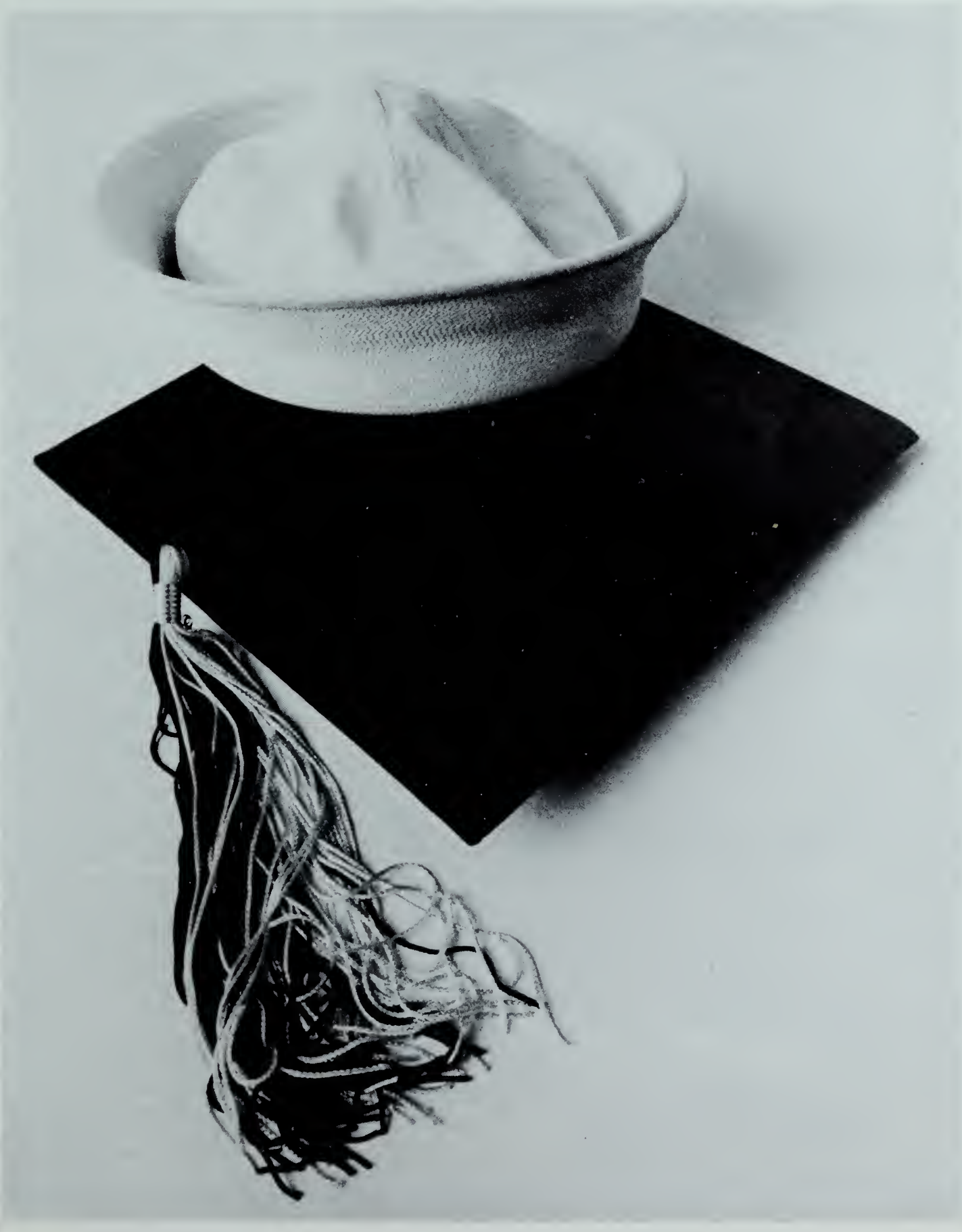
ECP officer candidates pay all educational expenses but receive full pay and allowances. For more information, see Chapter 4, "Paths to a Commission."

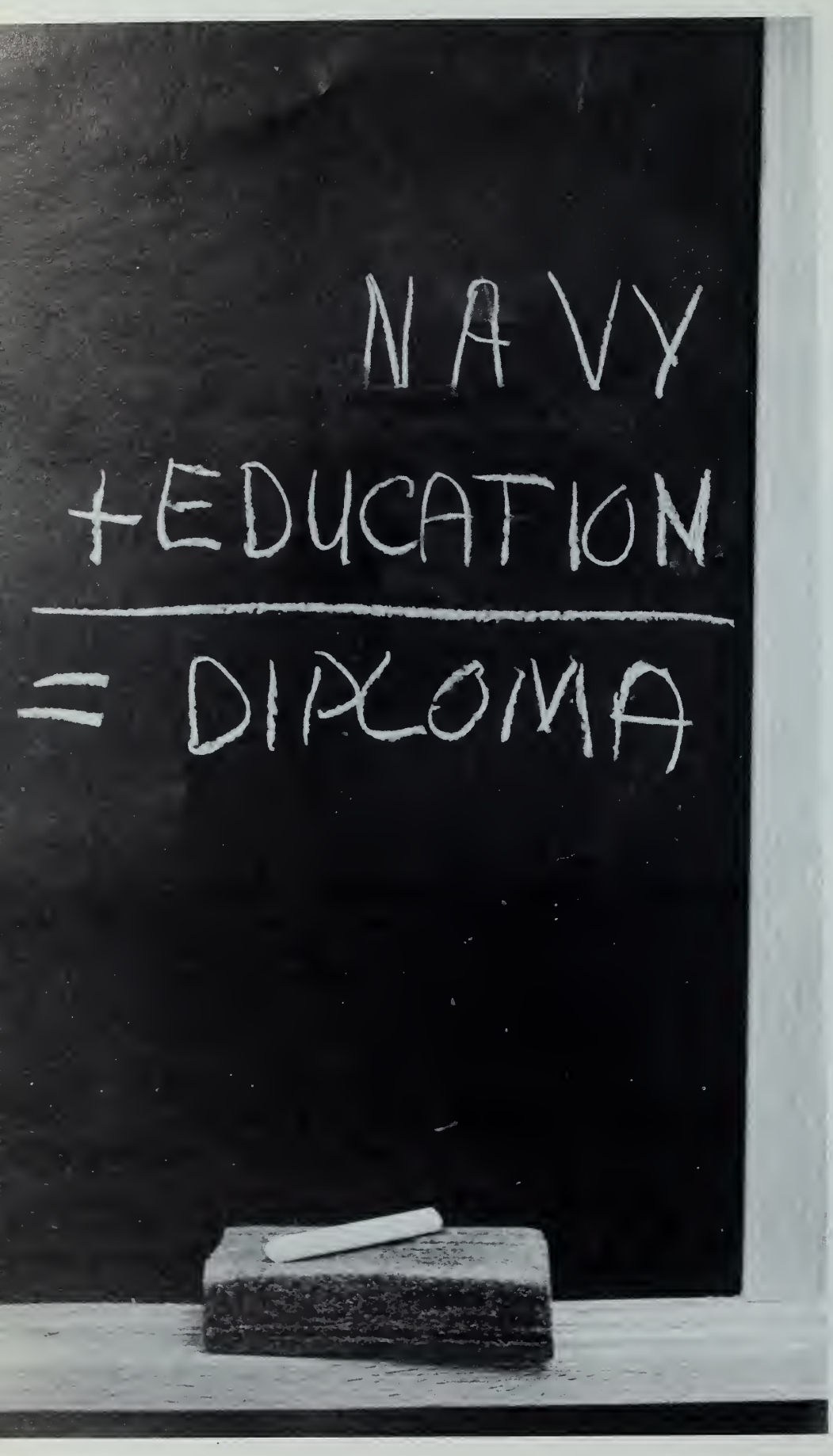
Graduate Education

Graduate education is increasingly important to the naval officer as a means of enhancing professional development. There are several avenues available for achieving this goal, the first and foremost being fully funded graduate studies at either the Naval Postgraduate School (NPS), Monterey, Calif., or a civilian institution. Annually, a selection board reviews the records of officers on a rotating basis (based on year groups) for these programs. Officers are selected based on professional performance, academic background (including off-duty education) and the Navy's requirements for subspecialists. Selectees are eligible for graduate education during a three-year period, depending on their availability for orders.

Currently, approximately 1,000 officers from all services are attending NPS and studying such curricula as aeronautical and naval systems engineering, communications, electronic warfare, command and control, antisubmarine warfare, national security affairs, management sciences or computer technology. An additional 125 naval officers are attending civilian institutions to study naval architecture, ship construction, civil engineering, supply systems management, or law.

A limited number (approximately 35 annually) may receive support for graduate education through partially funded programs. In these programs, the Navy provides full pay and allowances for a specified period of time. The individual is responsible for all tuition and related educational expenses either through





self-funding (Advanced Education Program) or by means of an approved scholarship or fellowship (Scholarship Program). Another alternative is attending college on one's own time. If the prospective curriculum is approved as meeting a requirement for a subspecialty, the Navy will provide funding through the Tuition Assistance program for up to 75 percent of tuition and related educational expenses. An individual also may undertake any program on off-duty time utilizing G.I. Bill benefits, the Veteran's Educational Assistance Program (VEAP), or personal finances.

For further guidance, officers should check the current OPNAVNOTE 1520 (Graduate Education Program). In addition, the Office for Continuing Education at NPS directs officer graduate work and provides self-study courses in specific areas. This office also provides educational counseling.

Service Colleges

Attendance at a service college is considered a significant milestone in the professional development of a naval officer. Selected lieutenant commanders, commanders, and captains are afforded the opportunity to attend the Naval War College, the National Defense University (National War College and Industrial College of the Armed Forces), the Armed Forces Staff College, and the service colleges of other armed forces. The curricula, which are taught at the graduate level, include courses in strategy, tactics and management. Service college policy specifies that only the best performing officers are selected for service colleges, and a high percentage of those selectees will attend. Further information is available in OPNAVINST 1301.8 of 4 June 1980.

* * *

The Navy is constantly expanding the educational opportunities available to you. It's up to you to take the first step. Develop an educational plan and be sure to ask your career counselor and the Navy Campus Education Specialist for assistance.

Table 1. Educational and Career Opportunities for Enlisted People

Program Description	Eligibility Requirements	Obligated Service Time
VOLUNTARY EDUCATION PROGRAMS		
On Base Navy Campus Program includes both high school and college courses taught by civilian instructors on the base.	Must be serving on active duty.	None but must complete course successfully.
Navy Campus Consortium fulfills up to 75% degree requirements by non-traditional means, including Navy training. Participating institutions waive residence requirements.	Must be serving on active duty.	None but must complete course successfully.
Navy Campus High School Studies Program teaches basic skills in reading, math, English.	Must be serving on active duty.	None but courses taken to complete high school diploma requirements must be during off-duty time.
PACE offers both academic and vocational college credits to 10 or more shipboard sailors.	Must be serving on active duty aboard seagoing ship.	None but must complete course successfully.
EEAP Career-oriented enlistees have a chance to earn an associate of arts/science degree in job-related disciplines.	Must be 21-36 years old, have 4-14 years of active duty service and GCT/ARI or 110 or more; CO recommendation and high school diploma (or GED); and have no record of conviction by court-martial.	Agree to reenlist or extend 6 years as of school enrollment date.
ECP Enlisted member with previous college credits may complete degree requirements and earn commission via OCS.	Must be serving on active duty with 4-11 years in service, 22-30 years old, physically qualified for appointment in unrestricted line; have no record of court-martial; be recommended by CO and have 2.3 GPA on 4.0 scale for prior college work.	Six years of active enlisted service from date of enrollment; four years of active commissioned service from date of comissioning.
VOCATIONAL SCHOOL PROGRAMS		
Selective Training and Reenlistment (STAR) program gives enlisted people guaranteed assignment to Class "A" or "C" school with automatic advancement to PO2 upon successful completion of "C" school.	Open to PO3, PO2, and E-3 meeting professional growth criteria. Currently assigned to CREO Group A, B, C, or D or a critical skill NEC. CO recommendation. At least 21 months but not more than 5 years active naval service or 8 years' total active service. Must be serving first enlistment.	Agree to enlist or reenlist for 6 years. Meet obligated service for entry into guaranteed school.
Selective Conversion and Reenlistment (SCORE) program guarantees assignment to "A" school with automatic conversion upon graduation. Also grants automatic advancement to PO2 upon successful completion of "C" school.	Open to male and female PO1, PO2, PO3, and identified strikers meeting professional growth criteria. Currently assigned to rating in CREO Group C, D, or E. At least 21 months of active duty but not more than 15 years.	Agree to extend for conversion of rating and enlist/reenlist for 6 years after conversion.
Class "A" School teaches the basic skills of a rating. Successful completion and graduation leads to striker identification or PO3.	Open to enlisted men and women in paygrades E-2 and E-3 meeting school entrance requirements. Must have 6 months aboard present duty station.	Active duty obligation varies with length of school.
Class "C" School offers advanced technical training and may increase promotional chances under STAR and SCORE programs.	Open to male and female PO3 through CPO with 12 months on board present duty station. Must meet school entrance requirements. Submit request at least 3 months before reenlistment.	Attendance at "C" school carries minimum 4-year active duty obligation.



Advancement System

Ask a person who's spent a Navy career successfully rising through the ranks about the secret of success and you're likely to get an answer like this: "Know how the advancement system works."

After all, understanding the system is the first step toward making that system work for you. And the advancement system is one that the Navy particularly wants each member to understand.

This chapter highlights the entire enlisted advancement process and explains the behind-the-scenes operation of the advancement system.

★ ★ ★

Preparing Yourself

If you are among the thousands who want to wear a rocker and stars above your crow, prepare now for advancement. This "journey of 1,000 miles" begins with a single step into the educational services office for a copy of *The Manual of Navy Enlisted Manpower and Personnel Classifications and Occupational Standards* (NavPers 18068-D).

Study its contents. It contains a listing of the *minimum* skills required for advancement to each paygrade and is considered "must" reading. For your convenience, the *Occupational Standards* portion of the manual has been reprinted in a pamphlet for each rating. Copies are available through your command education office or Personnel Support Detachment.

Next, get a copy of the latest edition of *The Bibliography for Advancement Study*, also from the Education Services Officer (ESO). It lists required and recommended rate training manuals (RTM) and other reference material used to write Navywide advancement exam questions. Courses marked by an asterisk (*) are mandatory.

Once you've studied required and recommended RTMs, complete the appropriate non-resident career courses (NRCC) included in the manuals. A word of caution: don't study *only* the NRCC questions. Study the entire manual. Questions were written to guide students through the RTM material; however, the entire manual is testable.

Complete *Personnel Advancement Requirements* (PAR) as soon as possible. PAR factors, which replaced "Practical Factors," are based on current occupational standards for each rating and all E-4 through E-7 candidates are required to have them checked off by a division supervisor. PAR is divided into three sections: administrative requirements such as time in rate (TIR); formal school and training requirements such as mandatory "A" schools; and occupational and military ability requirements for which candidates demonstrate ability to perform tasks applicable to their rate and rating.

"Hitting the books" and completing check-off lists are not the only prerequisites for advancement. Performance on the job is extremely important—evaluations dictate if you will be recommended by your commanding officer for advancement. Additionally, superior performance evaluations add points to the final multiple and even one-hundreth of a point can make a difference.

A few weeks before the exam, review your service record to make sure all performance evaluations, TIR, correspondence courses and awards have been accurately recorded. Check this information against exam worksheets prepared by the ESO to ensure that every point to which you are entitled is included.

Once all this is completed, you're ready to take the exam.

All Navywide advancement exams have 150 multiple choice questions, each with four answer choices. They are given on the same day worldwide for each paygrade to minimize the opportunity for compromise and to give every candidate equal opportunity for advancement. At each exam site, proctors explain exam procedures and answer "how to" questions about completing answer sheets.

There are no secrets to taking the three-hour exam except these: know your subject, get a good night's sleep beforehand, and come prepared to do your level best. Answers don't conform to any prearranged pattern, so don't be alarmed if answer #2, for instance, pops up four or five times in a row and then doesn't appear again for several columns of questions.

Also, don't look for "trick questions"—there aren't any. Read each question carefully and don't try to read more into an item than what is asked. Even if a question seems unusually easy, don't fret—every exam has some freebies. Remember also, there is only one correct answer for each question. In practically all cases, however, alternative answer choices will be plausible enough to stump those with only superficial knowledge of their rating.

During each exam cycle, a few advancements are delayed because either

examinees or their commands incorrectly complete exam paperwork. The most common mistake is improperly marked answer sheets. This alone can delay getting exam results back to examinees for up to six months.

Some common errors are:

• Not matching printed information on the top of a block with information below and indicated by darkened circles.

• Answer circles not completely blackened. This frequently happens because examinees use a light pencil which the scanner won't "read." It's advisable to use either an electrographic mark-sensing pencil or a number 1 or 2 pencil.

• Doodling in the computer time tracks on the left side of the answer sheet. Don't make *any* unnecessary marks anywhere on the answer sheet.

• Failure to include correct primary Navy Enlisted Classification (NEC).

• Incorrect time in rate (TIR). Frequently, the TIR indicated exceeds length of service.

• Incorrect unit identification code (UIC).

Some mistakes are "mechanical errors", others are "discrepancies." Mechanical errors include not blackening in circles entirely. Discrepancies include listing an incorrect social security number. Either type of mistake can delay an individual's exam results. Both slow the scoring system and cause headaches for Navy civilians and military working at the exam center in Pensacola.

After Exams Are Mailed

Every Navywide advancement exam is mailed to the Naval Education and Training Program Development Center (NETPDC) in Pensacola for scoring. As they arrive, they are logged in and placed in batches of 11 commands each. Each batch is immediately assigned a code number so it can be retrieved at any point in the scoring process. Batches go through an optical scanner which transfers information on the exam sheets to magnetic tape. The tape is sent to the Navy Regional Data Center (NARDAC) at NAS Pensacola for scoring by computers. Answer sheets containing mechanical errors are rejected by the



Table 2. Specific Requirements for Advancement

Requirements	E-1 to E-2	E-2 to E-3	E-3 to E-4	E-4 to E-5	E-5 to E-6	E-6 to E-7	E-7 to E-8	E-8 to E-9
Time in Rate	6 mos.	6 mos. as E-2	9 mos. as E-3	12 mos. as E-4	36 mos. as E-5	36 mos. as E-6	36 mos. as E-7	36 mos. as E-8
School	RTC (CO may advance up to 10% of company)	none	Class "A" for PR3, DT3, IS3, AME3, HM3, CT3, FTB3, MT3, MU3, EW3, RP3	Naval Justice School for LN2	none	Navy School for AGC, MUC	none	none
PAR NAVPERS 1414/4	none	none	PAR (Personnel Advancement Requirement), must be completed for advancement to E-4 through E-7				none	none
Performance Test	none	none	Specified ratings must complete applicable performance tests before taking Navywide advancement examination				none	none
Military Leadership Examination	none	none	Must be passed before advancement exam for E-4 and E-5 candidates		none	none	none	none
Enlisted Performance Evaluation	As used by CO when approving advancements		Counts toward performance factor credit in advancement final multiple for all E-4 through E-9 candidates					
Obligated Service Required	There is no set amount of obligated service required either to take the Navywide advancement examination or to accept advancement to paygrades E-1 through E-6					All CPO candidates must have two years' remaining obligated service to accept appointment to a CPO paygrade		
Examinations	Locally prepared tests	NETPDC exams or locally prepared test	Navywide advancement examinations required for advancement to all petty officer paygrades			Must take Navywide advancement exam and be selected by Navywide CPO or SCPO/MCPO Selection Board		
Non-resident career course and RTM	none	Required for E-3 and all petty officer advancements unless waived because of completion of Navy school. Courses need not be completed but once, i.e., those who complete the 3&2 course for PO3 need not complete same course again for advancement to PO2.				Non-resident career courses and recommended reading, see NAVEDTRA 10052		
CO recommendation	All Navy advancements require the commanding officer's recommendation for advancement							
Authorization for advancement	Commanding Officer	Naval Education and Training Program Development Center authorization required for advancement to E-4 through E-9 in addition to command approval						

optical scanner and manually corrected before being reinserted and recorded on tape.

About 6,000 to 8,000 answer sheets out of 75,000 each exam cycle are rejected by the computer for errors by the individual taking the exam or by the local exam board. Correcting errors on these delays the scoring process for all involved.

When magnetic tapes arrive at NARDAC, they are "read" by the Navy's computer. Each exam is graded and assigned a Navy Standard Score. After the computer scores the exams, it adds the Navy Standard Score to each individual's beginning multiple and codifies them by rate and rating. Once this process is completed, OPNAV notifies the exam center to advance so many people in each rate and rating based on assigned quotas (which are based on the needs of the service).

Once the center has determined which people are to be advanced, rate change authorizations are mailed to commands. They contain pertinent information such as examinees' final multiple, exam scores, exam profiles, and date to be advanced. With CO approval, each candidate is advanced on the date specified by the Naval Education and Training Program Development Center in Pensacola. All others get notices explaining where they were deficient.

Specific Requirements For Advancement

Tables 2 and 3 outline in detail the specific requirements for advancement in each paygrade, and the scheduling, scoring and notification process. Minimum Navy time in service (TIS) is no longer a requirement for advancement participation. In other words, if a person meets all other requirements, including time in rate (TIR), he or she can participate in the advancement exam, regardless of total time in service. However, the final multiple score, which includes a length of service factor in computing total points, will be determined in the same manner as in previous exam cycles (see Table 4).

Some Particulars About the Exam System

Step by step, the advancement process is outlined in training manuals. Detailed information is available from Navy Career Counselors. Qualifications for advancement in each rating are outlined in *The Manual of Navy Enlisted Manpower and Personnel Classifications and Occupational Standards.* Still, there are areas about which people ask questions—How is the final multiple calculated? How important is the CO's recommendation?—and these will be addressed in this section so you will have a complete understanding of what is involved in getting advanced.

The CO's Recommendation

The most important requirement in the enlisted advancement system is the commanding officer's recommendation of individual candidates. Without it, no one can take the exam. With it, each candidate has been certified to be qualified for advancement. When a CO recommends a sailor, that means the person is qualified *in all respects,* to the best of the CO's knowledge, to assume the duties and responsibilities of the next higher paygrade.

COs are tasked by the Navy with making honest and conscientious performance evaluations and advancement recommendations. It is the CO's responsibility to recommend *only* those people who are fully qualified. Their initial selection for advancement determines the validity of the entire advancement process.

The Exam

Navywide advancement exams were not designed to test *must know* information. When an individual is recommended for advancement, the command is certifying that he or she already knows the *must know* information for the rate or rating. That leaves only the *should*

Table 3. Scheduling, Processing and Notification of Advancement Results

PAYGRADE	EXAM GIVEN	PROCESSING BEGINS	QUOTA DETERMINED	NOTIFICATION	SELECTION BOARD/ NOTIFICATION
E-4—E-6	March September	April October	May November	June December	not applicable for E-4 through E-6 candidates
E-7	January	March	May	April (board eligible)	June/August
E-8—E-9	November	January	February	January (board eligible)	March/June

know and *nice to know* information as testable material.

How do the three differ? Consider an example from the machinist's mate rating.

- Every MM *must know* how to rethread a bolt.
- Every MM should know several methods for rethreading bolts.
- It would be nice to know how many methods there are for rethreading bolts.

So, *must know* information is that knowledge a petty officer must have to function in his or her rate and rating. *Should know* information is that knowledge which places a petty officer a notch above those who have not applied themselves as diligently. (*Should know* is the information tested on advancement exams.) *Nice to know* information is just that and is not generally tested because most of it has no practical application.

Because it is assumed that each candidate for advancement knows the *must know* information, the exams cannot determine if a person is qualified or not. They do, however, determine who is *most qualified* on the basis of *should know* information and rank them in order from the most qualified to the least qualified. Since the enlisted advancement system is vacancy driven (not everyone can be advanced because the number of vacancies is fewer than the number of qualified candidates), this process singles out the most qualified for advancement.

It gets tougher to advance the higher one goes because of keener competition for fewer vacancies and lower quotas in the higher paygrades.

Navy Standard Scores

No one scores 150 on a Navywide exam; the highest score is a standard score of 80. (Only one out of 400 scores is that high.) This is because raw scores, which are the number correct out of the total asked, are converted to Navy Standard Scores ranging from 20 to 80, the highest score.

Navy Standard Scores are computed on the basis of the mean and standard deviation found in each group of exam takers. Generally, a standard score of 80 is in the 99th percentile; a 50 in the 50th percentile; and a 35 in the 6th percentile. All raw scores have to be converted to standard scores so that comparisons within a given group can be made. For example, if in a very tough rate and rating, a raw score of 102 was the highest, it may seem quite low when you consider that there were

Table 4. Figuring the Final Multiple

	E-4&5		E-6		E-7		E-8		E-9	
	Max Score	FM Wt.	Max Score	FM Wt.	Max Score	FM Wt.	Max Score	FM Wt.	Max Score	FM Wt.
Standard Score	80	35%	80	30%	80	60%	80	50%	80	40%
Performance Factor	70	30%	92	35%	52	40%	80	50%	120	60%
Length of Service † (E4/5=(LOS-TIR)+15) (E6=(LOS-TIR)+19)	30	13%	34	13%	n/a*		n/a*		n/a*	
Time in Rate (E4/5=(TIR×2)+15) (E6=(TIR×2)+19)	30	13%	34	13%	n/a*		n/a*		n/a*	
Awards	10	4.5%	12	4.5%	n/a*		n/a*		n/a*	
Passed not advanced (PNA points)	10	4.5%	12	4.5%	n/a		n/a		n/a	
Total	230	100%	264	100%	132	100%	160	100%	200	100%

†In converting months to decimals for LOS and TIR, use the decimal fraction conversion table shown in Exhibit 1-1 of the Advancement Manual.

Months	*Fraction*	*Months*	*Fraction*
1	.08	7	.58
2	.17	8	.67
3	.25	9	.75
4	.33	10	.83
5	.42	11	.92
6	.50	12	1.00

*Though these items do not figure into calculating the final multiple for E-7 through E-9, they are considered by the selection board as directed by the Chief of Naval Personnel

- **Standard score**—The exam score weighs heavily in the final multiple for each paygrade. If you fail the exam, you will not be advanced. There are standards which must be met even on a discriminating exam. A person must have at least a recognizable minimum of *should know* knowledge.
- **Performance factor**—These points are awarded for performance evaluations over a given period which varies from paygrade to paygrade.

Length of service—Points for length of service are determined by subtracting the number of years served in the current paygrade from the number of years served on active duty; add 15 to that figure for E-4 and E-5, 19 for E-6.

- **Time in rate**—Points for time in rate are computed by multiplying the number of years served in the current paygrade by two and then adding 15 for E-4 and E-5, 19 for E-6.
- **Awards**—Some medals and awards are worth final multiple points. The *Manual for Advancement* (BUPERSINST 1430.16) contains a list of medals and awards and the number of points assigned to each. The maximum number of points possible is 10 for E-4 and E-5, 12 for E-6.
- **PNA points** are determined by NETPDC and assigned to those who have previously passed an exam in their paygrade but have not been advanced. Navy officials have long felt that recognition was due those who scored well on advancement exams but were not advanced. So, in 1972, the PNA point system was developed. It was a compromise between requiring all candidates to start from scratch with each exam cycle, and not requiring them to retake the advancement exam. To qualify for PNA points a candidate must have achieved a relatively high score on previous exams and received high performance marks. Points are automatically awarded by NETPDC and range from .5 to 3 points per exam to a maximum of 10 for E-4/E-5 and 12 for E-6.

150 questions asked. But, if it is 15 points higher than the next best score, it's a very good score. A Navy Standard Score of 79 or 80 makes the raw score of 102 immediately recognizable as excellent.

The Final Multiple

The Chief of Naval Operations determines how many candidates in each rate from E-4 through E-9 can be advanced and tells the exam center the quotas for each paygrade in each rating. Quotas are based on manning requirements and projected losses due to retirements, discharges, advancements, deaths, etc.

The final multiple for advancement to E-4 through E-6 consists of points awarded for the exam score, performance marks, length of service, time in rate, awards, and passed not advanced (PNA) points. Table 4, Figuring the Final Multiple, depicts final multiple computations for E-4 through E-9.

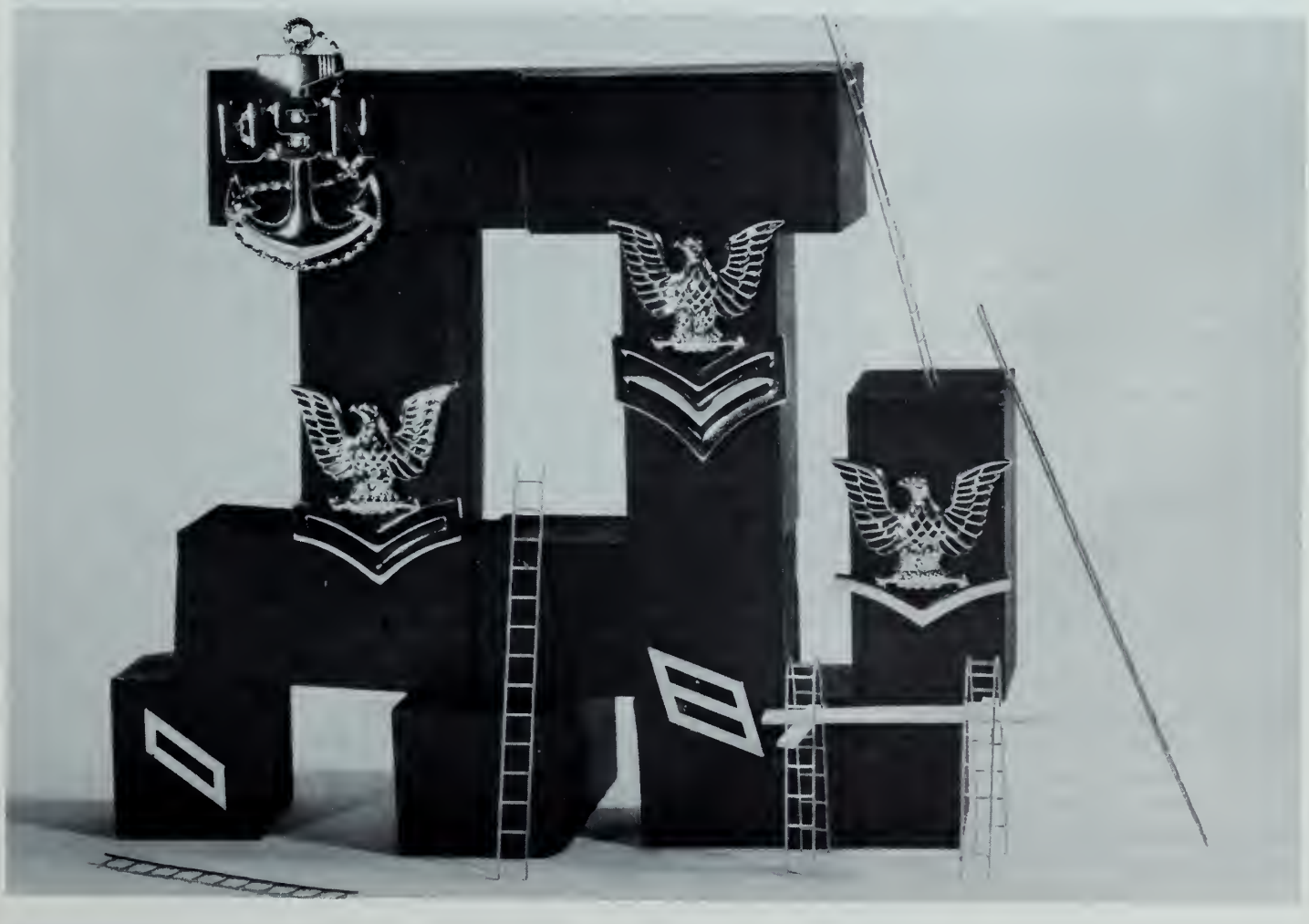
For advancement to E-7 through E-9, the final multiple determines who will be "selection board eligible." Those who have been so designated will have their service records reviewed by the appropriate board which convenes annually. Requirements sought by selection boards vary from year to year, but usually they look for leadership capability and experience, off-duty education, time at sea, and support of the Navy's equal opportunity goals.

One Final Look

Every Navy person seeking advancement must demonstrate leadership ability, possess sufficient military and professional knowledge, and be recommended by the commanding officer. In general—and in summation—each candidate must:

- Have the required time in rate.
- Demonstrate an understanding of the information in mandatory rate training manuals and non-resident career courses.
- Demonstrate ability to perform tasks listed in the Personnel Advancement Requirements (PAR), NavPers-1414/4.
- Be certified by the commanding officer to be eligible in all respects for advancement.
- PO3 and PO2 candidates must pass a locally administered military leadership examination.
- Demonstrate knowledge of the technical aspects of the next rate by passing a Navywide advancement exam. (E-8 and E-9 candidates who qualify as "selection board eligible" shall retain such eligibility for three consecutive years provided their eligibility is revalidated annually.)

Meeting all these requirements cannot guarantee that any one person will be advanced. However, the advancement system *does* guarantee that all persons within a particular rate will compete equally for vacancies.



Regular or Early– Which Candidate Are You?

All candidates must meet the time in rate (TIR) eligibility requirements in order to participate on a Navywide examination for advancement in rate. However, under the new Early Advancement System, there are two types of candidates—Regular and Early. Regular candidates are those test passers who meet Department of Defense (DOD) Total Active Federal Military Service (TAFMS) requirements (shown below). Early candidates are test passers who do not yet meet the DOD TAFMS requirements.

DOD TAFMS Requirements			
E-2 6 mos	E-3 1 yr	E-4 2 yrs	E-5 3 yrs
E-6 7 yrs	E-7 11 yrs	E-8 16 yrs	E-9 19 yrs

Determination of who will be advanced to E-4/5/6 will depend on an individual's relative standing among his rating peers as measured by his final multiple score (FMS). Just as the numbers of early candidates who may be selected for advancement to E-7/8/9 must be controlled to remain within DOD-imposed TAFMS constraints, the number of early E-4/5/6 advancements must be controlled. This is accomplished by establishment of an Early Eligibility Zone. An early candidate who ranks within this zone may be advanced if the advancement quota for his rating is large enough. The Early Eligibility Zone's size (percentage) shall be established by a complex computer iteration process in order to maximize the numbers of early candidates who may be considered for advancement.

As an example of how the selection process works, consider the following: Suppose that 11 candidates are competing for advancement to first class petty officer in the XYZ rating, and that due to vacancies, seven advancements may be authorized. A listing of candidates, in order by Final Multiple Score (FMS), might look like the listing in Table 5.

Note that 10 candidates passed the exam and had an FMS calculated. Also, the number selected for advancement is seven—the quota required to fill available vacancies.

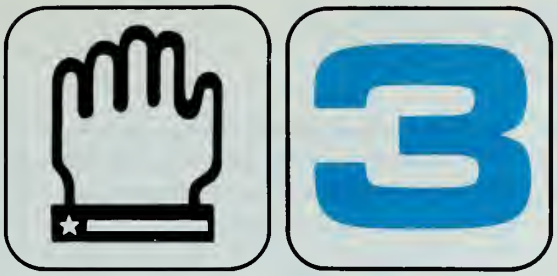
For Early candidates ('E') to have been selected for advancement, they had to achieve an FMS of 195.16 or higher. Two early candidates did not achieve this score and thus may not be advanced, regardless of the quota, due to DOD TAFMS constraints. In this example, the Early Eligibility Zone was set at 40 percent of the test passers and candidates 2 and 3 had an FMS high enough to qualify them for selection. Regular candidates have a slightly increased opportunity for advancement since an FMS of 183.03 or above will qualify then for selection.

Navy personnel planners indicate that the Early Eligibility Zone (percentage) will vary from exam to exam and by paygrade. At E-4 and E-5, normally the early zone cutoff, FMS and selection FMS will be close, if not identical, i.e., 100 percent early zone. For E-6, the example above should be typical.

Table 5. Cutoff Score Determination

	Candidate	FMS	Status
	1	207.65	Selectee
	2	E201.65	Selectee
	3	E197.18	Selectee
	4	195.16	Selectee
Early Eligibility Zone Cutoff Score			
	5	193.16	Selectee
	6	190.61	Selectee
	7	E188.30	PNA*
	8	183.03	Selectee
Selection Cutoff Score			
	9	182.15	PNA
	10	E179.32	PNA
	11	———	Fail

*PNA—Passed Not Advanced



Reenlistment Incentives

Why does a person reenlist in the Navy? Chances are, if you asked 10 career Navy people this question you'd get 10 different answers. You'd get similar results if you asked 10 civilians why they stayed with a particular company for a career. You'd probably find that their reasons are essentially the same as the reasons of those who choose the Navy.

Many incentives, tangible and intangible, attract a person to a particular career. The job is important. It's enjoyable because it's in line with the person's interests and abilities, and a comparable job may not be available elsewhere. The opportunities for advancement may be good. Perhaps the person can get more education and, subsequently, a better job, through the organization.

Then there are other considerations: job security, paid vacation, travel, family protection plans, retirement, and many other factors which enter into a person's decision and create yet another very important ingredient—loyalty. In most cases, a person chooses a career on the basis of a combination of these factors.

So it is in the Navy. A decision to reenlist is a personal choice.

The material in this special issue involves long-term incentives for making the Navy a career. This chapter examines reenlistment incentives.



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Guaranteed Assignment

Puerto Rico, Spain, the Bahamas, the Far East—reenlistment can be your ticket to an exotic duty station.

The Navy can guarantee you an assignment of your choice as a reenlistment incentive under the Guaranteed Assignment Retention Detailing (GUARD III) program which replaces

GUARD I and GUARD II. A nice feature of this program is that you can have your orders in your left hand before you raise your right hand to reenlist.

The GUARD III program offers you two guaranteed assignments, the first of which must be used at your first reenlistment. The second can be used at any reenlistment point before your 25th year of service. If you have already received two guaranteed assignments under the GUARD I or GUARD II programs, you can get a third guaranteed assignment under GUARD III.

The Navy defines a guaranteed assignment as either a type ship or home port for sea duty or a specific geographical area for shore duty.

To be eligible for GUARD III you must:

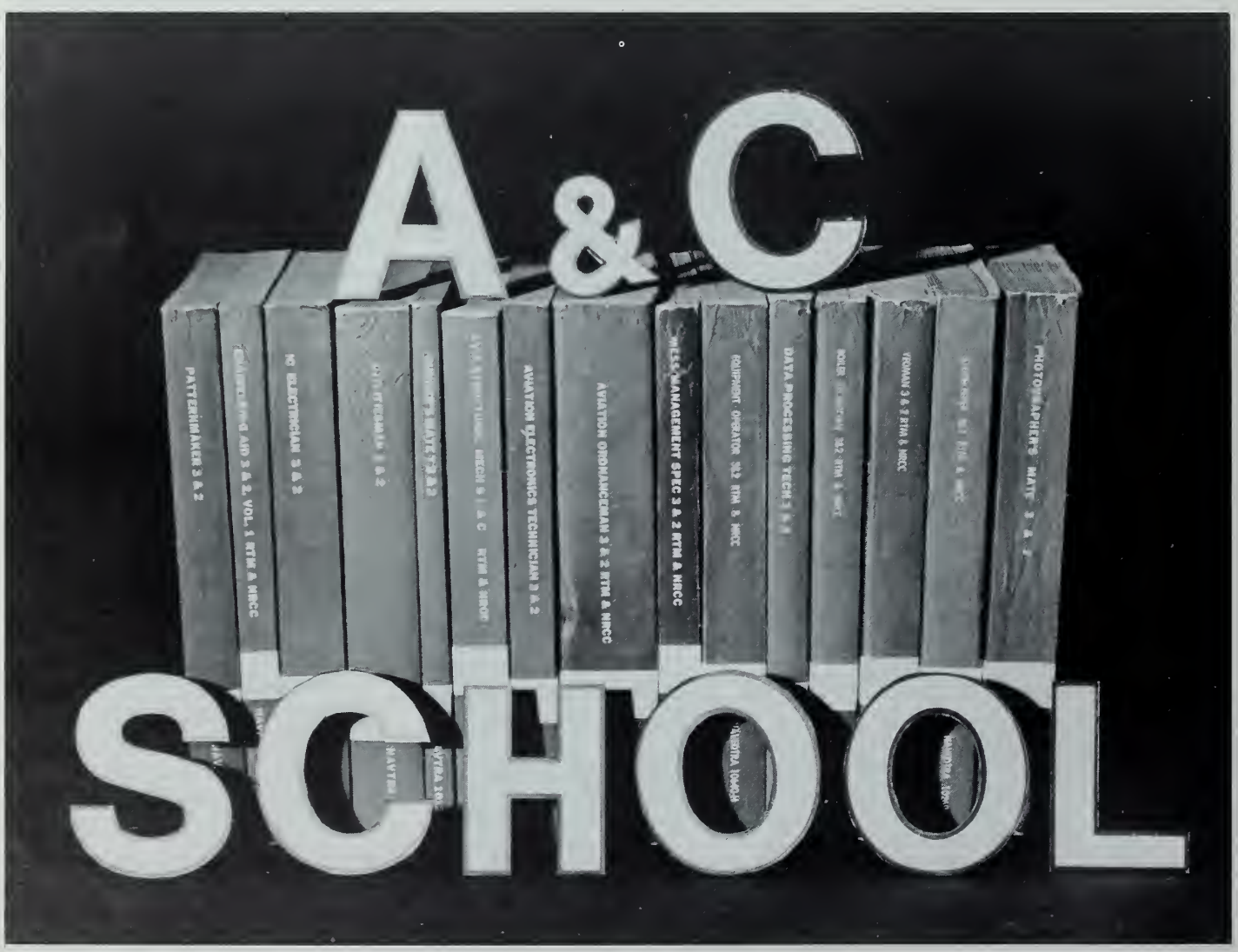
- Be a designated striker (refer to BUPERSINST 1133.22) or E-4 to E-9 with two or more years' active service, but less than 25 years' service.
- Not be under PCS orders at the time of application.
- Be within six months of expiration of active obligated service (EAOS).
- Have a consistent record of above average performance or a demonstrated trend toward improved performance.
- Be recommended for reenlistment.

First-termers get a GUARD III letter from their detailer about six months before EAOS, if they haven't previously contacted their detailer. This letter lists the GUARD III assignment options available to people in their rate. A person can reenlist under GUARD III before an extension they have signed becomes operative, but they will not be actively solicited to do so. Similarly, solicitation won't be made for the second guaranteed assignment because it may be used at the member's discretion anytime before the 25-year mark.

Selective Training and Reenlistment

Education and advancement in your present rate may be more important to you than a guaranteed duty assignment. If this is your choice, you can hitch up to a STAR, the Navy Selective Training and Reenlistment program. For a six-year reenlistment, the STAR program guarantees:

- Assignment to an appropriate "A" or "C" school, or "C" school package (package of different schools training students for a specific skill).



• Automatic advancement to petty officer second class upon completion of a class "A" school, or "C" school package, listed on the Career School Listing (CSL), if otherwise eligible.

• Selective Reenlistment Bonus, if eligible.

To qualify for STAR you must:

• Be in a critical NEC or any rating in CREO groups A, B, C or D.

• Be a first term PO2, PO3 or designated striker.

• Have at least 21 months but not more than five years' continuous active naval service and not more than eight years' active service.

• Meet the minimum test score requirements for the class "A" school.

Selective Conversion and Reenlistment

Occasionally Navy people feel "stuck" in their jobs—positions may not be in line with their interests. The Navy wants its people to serve in the rate or rating in which they have the greatest interest and aptitude. As a result, the Navy has tailored the Selective Conversion and Reenlistment (SCORE) program for Navy people wishing to change to fields offering greater career potential.

A six-year obligation under the SCORE program offers these incentives to members reenlisting for conversion to critically undermanned rates:

• Guaranteed assignment to class "A" school with automatic conversion of rating upon satisfactory completion of that school or direct conversion if switching to a similar skill.

• Automatic advancement to petty officer second class upon completion of the "C" school or "C" school package, if same appears on the current Career School Listing (CSL).

• Guaranteed assignment to an appropriate class "C" school or "C" school package, if available.

• Selective Reenlistment Bonus, if otherwise eligible.

To qualify for the SCORE program you must:

• Be in any rating in CREO groups B, C, D or E.

• Be a PO1, PO2, PO3 or identified striker.

• Meet minimum test scores for entry into appropriate class "A" school.

• Must be within 12 months of EAOS as extended.

There are two programs similar to SCORE for reenlistees with broken service or for veterans entering the Navy after serving in another branch.

RESCORE is offered to Navy veterans and carries the same benefits and eligibility requirements as SCORE.

Prior Service (PRISE) II offers all veterans guaranteed class "A" school in a field other than that in which they previously served.



Selective Reenlistment Bonus

Members serving in certain critical ratings or NECs may be entitled to a Selective Reenlistment Bonus for reenlisting or extending their enlistments for at least three years. The Selective Reenlistment Bonus can be as much as $12,000 ($15,000 for nuclear field). It is offered to increase the number of reenlistments in ratings where retention is insufficient to man the rating adequately.

The Selective Reenlistment Bonus has two award zones: A and B. Zone A is awarded to members who have completed at least 21 months of continuous active naval service (excluding ACDUTRA), but not more than six years' of total active military service preceding the date of reenlistment or operative date of extension. The required 21 months of continuous active naval service need not have been completed immediately prior to the qualifying reenlistment/operative extension date. The reenlistment or extension must yield a combined total of 6 years' active service.

Zone B is paid to members who have completed more than six but less than 10 years of active military service. The reenlistment or extension must yield at least 10 years' total active service when

combined with all prior service. Selective Reenlistment Bonus payments may be made either in a lump sum payment or in equal annual installments. For personnel who elect installment payments, the initial payment will normally be made on the date of reenlistment or the date a member begins serving in the extension. Later installments of Zone A SRB are payable each year on the reenlistment anniversary date. Later installments of Zone B SRB are payable on the reenlistment anniversary dates which occur before the individual completes 12 years of active service. In either case, where there is lost time (exceeding your leave balance, UA, brig time, etc.), the subsequent installments will be delayed by the number of days' lost time.

An example of how to compute SRB is shown at right.

Regular Reenlistment Bonus

Members who were on active duty on June 1, 1974, may be eligible for the Regular Reenlistment Bonus (RRB). It may not exceed a cumulative total of $2,000 during a member's career. The bonus is paid in full when the member reenlists and is computed as follows:

First reenlistment: Amount equal to member's monthly base pay at the time of discharge, multiplied by the number of years for which a member reenlists.

Second reenlistment: Amount equal to two-thirds of a member's monthly base pay multiplied by the number of years for which the member reenlists.

Third reenlistment: Amount equal to one-third of a member's monthly base pay multiplied by the number of years for which a member reenlists.

Fourth and subsequent reenlistments: Amount equal to one-sixth a member's monthly base pay multiplied by the number of years for which the member reenlists.

If a member is eligible for both the Regular Reenlistment Bonus and the Selective Reenlistment Bonus, the member may elect one or the other. If a member has previously received an SRB or VRB of less than $2,000 and is eligible for RRB, he or she may then draw the difference between the SRB/VRB and the $2,000 RRB. If the SRB/VRB received was/is greater than $2,000, eligibility for RRB is void.

Career Information

All of the programs in this article deal with specific reenlistment incentives. The Navy also offers a variety of career alternatives that do not require you to ship over. Your Navy Counselor or Command Career Counselor is your source of information.

The Navy Counselor or Command Career Counselor is the primary source for accurate, up-to-date information about career policies and programs. He or she can provide not only career information, but facts about education programs and veterans' benefits as well.

Additionally, your leading petty officer, division officer, department head, and admin/personnel officer can provide information on career programs you may be interested in.

Talk about your future plans—whatever they may be—with your career counselor. He or she can provide valuable advice and inform you of alternatives you may not have considered. If you decide to reenlist, your career counselor will make the arrangements. But whatever you decide, the choice is yours.

Computing Your Selective Reenlistment Bonus

Scott X. Brown enlisted in the Navy for four years in June 1976. After completing boot camp, he was assigned to the deck force on USS *Under Way*, homeported in Norfolk. Now, four years later, he is Signalman Third Class Scott X. Brown. If he chooses to reenlist, he can cash in on a sizable bonus because signalman is one of the rates eligible for SRB.

To compute Brown's SRB, we take his monthly base pay $603.90 for an E-4 over three) and multiply that by the appropriate Zone A SRB award level (SM receives SRB award level 2). Now multiply that sum by the number of years for which Brown is willing to reenlist (in this case, six). Brown's total SRB is $7,246.80 before taxes.

At the same time, Brown's LPO, Signalman First Class Richard Smith, is nearing the end of his second hitch and has decided to reenlist. As an SM1 who has completed eight years in the Navy, Smith is eligible for a Zone B Selective Reenlistment Bonus. So, Smith asks, "How much will I get?"

To compute Smith's reenlistment bonus, take his monthly base pay ($786.00 for an E-6 over six) and multiply by his Zone B SRB award level (3), then multiply the sum by the number of years for which he is willing to reenlist, excluding all obligated service over 12 years (because Smith has completed eight years' service, we use figure 4, the difference between the completed service and 12 years, even though Smith may be willing to obligate himself for more time). Smith's total Selective Reenlistment Bonus would be $9,432.00.

Note: New entitlement will be reduced by the amount of previously obligated but unserved service.

Name	Brown	Smith
Monthly base pay	$603.90	$786.00
SRB award level	2	3
Subtotal	$1,207.80	$2,358.00
Years	6	4
TOTAL	$7,246.80	$9,432.00



Paths to a Commission

There are many paths to a Navy commission. There are commissioning programs for students in college and others for college graduates. Specialists in certain professional and scientific categories may qualify for a direct commission. Certain enlisted men and women who are outstanding performers may qualify for a commissioning program.

By providing many paths to a commission, then, the Navy can more effectively meet its personnel needs while taking into account a variety of individual circumstances and interests. The right road for each individual is determined by weighing and balancing two basic factors—what the Navy needs to man the fleet and what the person is qualified to do.

This chapter briefly describes the Navy's basic commissioning programs. Specific qualifications for entry into any of the programs may change from time to time because of the needs of the service or new legislation.

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Naval Academy

Each year, the Secretary of the Navy may appoint 85 enlisted men and women from the Regular Navy or Regular Marine Corps and 85 enlisted men and women from the Naval or Marine Corps Reserve (active or inactive) to the Naval Academy at Annapolis, Md. Under the provisions of Public Law 94-106, women are eligible for appointment and their qualifications generally are the same as those for men.

After rigorous competition, civilians may gain an appointment to the academy from their senators or congressional representatives, the Secretary of the Navy or the president. Those who qualify receive a fully subsidized undergraduate education which leads to a commission in the Navy or Marine Corps.

Students at the Naval Academy are appointed as midshipmen, U.S. Navy, and receive pay equal to about one-half an ensign's basic monthly pay, plus tuition, room, and board. Upon graduation they are awarded a bachelor of science degree in one of 18 majors and an ensign's or second lieutenant's gold bars.

The basic, general requirements for an appointment to the Naval Academy are:

- Be a United States citizen.
- Be at least 17 but not older than 22 on July 1 of the entrance year.
- Be unmarried and have no children.
- Possess a good scholastic raecord.
- Have a general classification test (GCT) plus arithmetic of at least 120.
- Be of good moral character.
- Be in excellent physical condition.

Specific requirements differ somewhat according to individual status at time of application.

Naval Academy Preparatory School

The Naval Academy Preparatory School (NAPS) is located in Newport, R.I., as a part of the Naval Education and Training Center. With up to 300 male and female students, the school offers a balanced academic, military and physical program patterned after the Naval Academy.

Academically, the school teaches at three levels of difficulty in mathematics, chemistry, physics and English, and teaches an introductory computing course in BASIC. The physical program encompasses testing, a physical education program, intramurals and a varsity sports program.

Although it's not a requirement in order to gain a Secretary of the Navy appointment to the academy, attendance at NAPS greatly enhances this opportunity for both regular and reserve members. OPNAVINST 1531.4C of 21 November 1979 has the latest information covering admission to the Naval Academy and NAPS. See your Career Counselor for details about these programs.

BOOST Program

The Navy is engaged in a vigorous effort to ensure that opportunities for a career as a naval officer are open to persons who may have been educationally deprived, but who have demonstrated that they possess the fundamental qualities and desire necessary to gain a commission. To help those people achieve their potential, the Navy developed the Broadened Opportunity For Officer Selection and Training Program (BOOST). BOOST prepares selected individuals for possible entrance into officer training programs (U.S. Naval Academy and NROTC).

A military staff provides physical fitness training, general military training, and counseling for students. A civilian staff teaches the academic curriculum.

General eligibility requirements are:

- Be an enlisted member on active

duty in the Navy or Naval Reserve or a civilian agreeing to enlist for four years with BOOST school guarantee.

• Be highly motivated to become a commissioned officer and have the potential for professional growth if afforded the educational opportunity.

• Have 39 months of active obligated service as of March 1 of the year BOOST training commences, or agree to extend enlistment or active duty agreement to accumulate the 39 months. If nominated for an appointment to the Naval Academy or NROTC upon completion of BOOST, the member must agree to accept the four years of obligated service for orders to further training.

• To qualify for entrance to the Naval Academy upon completion of BOOST training, the member must be unmarried and have no children.

• Be at least 17 years old and not have passed the 20th birthday on June 30 of the year entering BOOST, for NROTC, or not have passed the 21st birthday on July 1 of the year entering BOOST for USNA.

• Be able to meet the physical requirements prescribed for each officer program.

• Have no record of conviction by court-martial, or by civil court (other than for minor traffic violations).

• Meet high standards of personal conduct, character, patriotism, sense of duty, and financial responsibility.

• Be a high school graduate. Applicants who are not may apply and obtain a high school certificate during participation, based on military educational experience and GED test results.

• Have taken SAT or ACT within 12 months preceding application deadline date.

• Have a minimum GCT/ARI score of 100. This requirement cannot be waived.

• Be recommended by the commanding officer.

The BOOST Program is conducted at the Naval Training Command, San Diego, Calif.



Enlisted Commissioning Program (ECP)

The Enlisted Commissioning Program provides enlisted personnel with previous college credit a full-time opportunity to complete requirements for a baccalaureate and earn a commission in the unrestricted line via Officer Candidate School. General eligibility requirements are:

• Be a U.S. citizen.

• Be serving on active duty.

• Have between 4 and 11 years' time in service.

• Be at least 22 years of age but not have passed the 31st birthday.

• Be physically qualified for appointment in the unrestricted line.

• Have no record of conviction by court-martial or civil court, other than minor traffic violations.

• Meet high standards of personal conduct, character, patriotism, sense of duty, and financial responsibility.

• Have a cumulative grade point average of 2.3 on a 4.0 scale from all college-level courses completed.

• Be recommended by the commanding officer.

ECP Officer Candidates will receive full pay and allowances. However, they will be responsible for paying all educational expenses. Six years of active enlisted service will be incurred from the

date of enrollment in the ECP. Four years of active commissioned service will be incurred upon commissioning.

Warrant Officer Program

The Warrant Officer Program (along with the Limited Duty Officer Program) is one of the primary enlisted-to-officer programs that does not require a college education. Warrant officers provide technical expertise at a relatively stable grade level in the officer structure.

General eligibility requirements are:

- Be a U.S. citizen.
- Be serving on active duty as a chief petty officer in the Regular Navy, Naval Reserve or TAR program at the time of application.
- Be physically qualified for appointment to warrant officer.
- Be a high school graduate or possess a service-accepted equivalent.
- Have no record of conviction by court-martial nor conviction by civil court for offenses other than minor traffic violations for two years preceding January 16 of the year of application.
- Be recommended by one's commanding officer.

Personnel in paygrade E-7 through E-9 must have completed at least 12 but not more than 20 years of active naval service as of January 16 of the year in which application is made.

Limited Duty Officer Program

The Limited Duty Officer Program is another enlisted-to-officer program that does not require a college education. The limited duty officer meets the Navy's needs for officer technology management skills through the mid-grade officer level.

General eligibility requirements are the same as those of the Warrant Officer Program with the following exceptions:

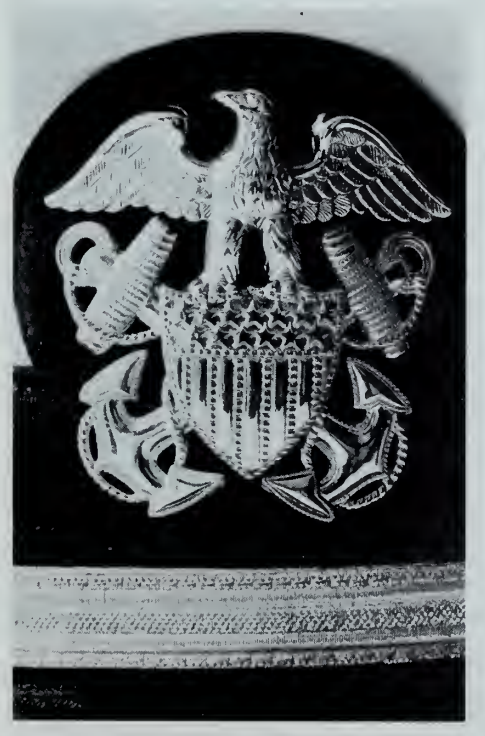
- Be serving as a petty officer first class or chief petty officer (E-6, 7, or 8) on January 16 of the year in which application is made. If the member is a PO1, he must have served in that capacity for at least one year as of January 16 of the year of application.
- Must have completed at least eight, but not more than 16 years of active naval service on January 16 of the year of application.
- PO1 applicants must complete all performance tests, practical factors, training courses, and service schools required for chief petty officer. Additionally, each PO1 applicant must successfully compete in the annual Navy-wide examination for advancement to CPO administered in January/February of the year of application.

(1) A candidate whose final exam multiple is equal to or greater than that required to be CPO selection board eligible will be considered LDO selection eligible.

(2) A PO1 is exempt from this requirement when authorization for advancement to CPO has been received by the commanding officer.

Naval Reserve Officer Programs

There are two officer programs which lead to an appointment in the Naval Reserve for enlisted members who possess a baccalaureate or higher: Officer Candidate School and the Aviation Program.



Officer Candidate School Program—This OCS program provides 16 weeks of officer indoctrination training at the Naval Education and Training Center, Newport, R.I. The program is open to male and female personnel except for the nuclear power program (submarine and surface) which is not open to women. Selectees in paygrades E-4 and below are designated officer candidates and advanced to E-5 upon reporting to OCS. Enlisted applicants in paygrade E-5 and above are designated officer candidates in their current paygrade. The curriculum comprises an intensive program in naval science and human relations management. General eligibility requirements are:

- Be a U.S. citizen.
- Possess a bachelor's or higher degree from an accredited college or university.
- Be physically qualified.
- Current service members must be entitled to an honorable discharge; be serving on active duty in any rate and rating; and have at least six months of obligated service remaining on current enlistment upon receipt of orders to most schools.
- Be of good moral character and have good personal habits.
- Women applicants must meet the dependency requirements outlined in BUPERSINST 1120.35G.

All successful OCS candidates must retain their Naval Reserve commissions for six years.

Aviation Program—The Aviation Program provides an avenue to commissioned service for male and female applicants interested in serving as Naval Aviators, Naval Flight Officers, Intelligence Officers, or Aviation Maintenance Duty Officers. Enlisted members selected for the program are designated officer candidates and advanced to paygrade E-5 upon reporting to Aviation Officer Candidate School, Pensacola, Fla. After successful completion of 16 weeks' training, candidates are commissioned ensigns in the Naval Reserve.

Members desiring pilot training enter the Aviation Officer Candidate Program (AOC) and after commissioning con-

tinue their flight training for 12 to 18 months. Following successful completion of the additional flight training, the candidates are designated Naval Aviators and must serve on active duty for five years.

Naval Flight Officer Candidates (NFOC), after commissioning, will continue their training leading to designation as Naval Flight Officers and must serve on active duty for five years.

Candidates selected for the Intelligence Program (NAOC-AI) and the Aviation Maintenance Duty Officer Program (AMDO) will undergo additional training following commissioning and must serve on active duty for four years in commissioned grade.

The general requirements for the Aviation Program are the same as for OCS except applicants for the Aviation Program will be administered the Aviation Selection Test (AST) battery.

Applicants for the Aviation Program also must meet additional physical requirements.

NROTC Scholarship Program

The NROTC Scholarship Program leads to appointment as an officer of the Regular Navy or Marine Corps in the grade of ensign or second lieutenant. The NROTC programs are maintained to educate and train well-qualified men and women for careers as commissioned officers. Only persons who are reasonably disposed to making the Navy or Marine Corps a career should apply for this program.

General eligibility requirements are:

- Be a U.S. citizen.
- Be under 25 years old on June 30 of the year of commissioning.
- Be a high school graduate or possess an equivalency certificate.
- Be physically qualified.
- Be morally qualified and possess officer-like qualities and character.
- Have no moral obligations or personal convictions which would prevent conscientiously supporting and defending the Constitution of the United States against all enemies.
- Have no record of military or civil offenses.



Medical Programs Leading to Commission

Navy medicine offers an alternative to the administrative burden and expense of private practice by giving physicians, dentists and medical service officers a chance to practice in an atmosphere where decisions can be based solely on medical considerations.

Medical Service Corps of the Naval Reserve—This program is open to qualified enlisted members on active duty and leads to an appointment to commissioned status in the various sections of the Medical Service Corps, U.S. Naval Reserve. A sampling of the fields in which a Medical Service Corps officer might work include bacteriology, biochemistry, hematology, physics, virology, and radiobiology.

General requirements for entry into the program are:

- Be a U.S. citizen.
- Be within the maximum age limit at time of appointment: LT—39; LTJG—38; and ENS—31.
- Be physically qualified in accordance with standards set forth in the Manual of the Medical Department for Staff Corps of the Naval Reserve.
- Must meet professional requirements for entry into the chosen field—all candidates must have at least a baccalaureate in some medical science or related subject.

Health Care Administration Section of Medical Service Corps—Regular Navy—The Medical Service Corps In-service Procurement Program is a continuing program which provides a path of advancement to commissioned officer status for senior Regular Navy HM and DT personnel in paygrades E-6 through E-9 who possess the necessary potential, outstanding qualifications and motivation. This program is extremely

competitive and enlisted personnel aspiring toward appointment in the Medical Service Corps should begin preparation early in their careers through a sound self-improvement program.

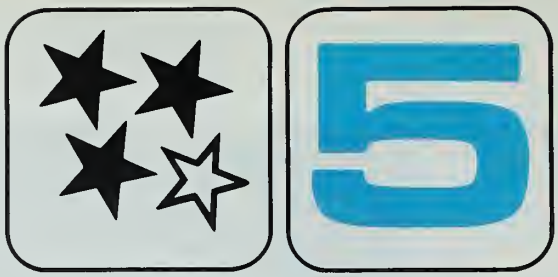
General eligibility requirements for selection are:

- Applicant must be a member of the Regular Navy serving as an HM or DT in paygrades E-6 through E-9.
- Be a U.S. citizen.
- Must be at least 21 years old and must not have reached age 35 as of October 1 of the calendar year in which appointment can first be made. Women applicants must be at least 21 and under 32 years of age on date of appointment (this is a legal restriction imposed by Title 10, U.S. Code).
- Must meet the physical standards prescribed for officer candidates.
- Have no record of conviction by court-martial for the two fiscal years preceding the date of application.
- Have a combined GCT/ARI score of at least 115.
- Be a high school graduate or equivalent.
- Must pass a professional examination administered by the Medical Service Corps. The exam tests knowledge of personnel administration patient affairs, military justice, Navy customs and traditions, and general Navy orientation in addition to their pertinent disciplines.

Uniformed Services University of the Health Sciences—This is a four-year accredited medical school which accepts applications from members of the uniformed services who have at least a baccalaureate and the academic background to qualify for entry. Students serve in paygrade 0-1 while in the program, rgardless of previous rank, and are promoted to paygrade 0-3 upon graduation. Graduates incur a seven-year service obligation, and receive a Doctor of Medicine degree. General eligibility requirements are:

- Be a U.S. citizen.
- Be between the ages of 18 and 28.
- Hold a baccalaureate from an accredited university or college.
- Meet the physical qualifications for commissioning.





Officer Promotions

Long ago, the Navy recognized that the finest ships and best trained crews were only as effective as the officers who commanded them. Consequently, the sea service has always sought the most capable men and women for the officer corps and encouraged them to advance as far as their abilities permitted.

Laws and regulations governing the promotion of naval officers are the product of more than 200 years' experience, and ensure that all officers receive impartial consideration based solely on their capabilities and experience. This chapter discusses all aspects of the officer promotion system.

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Prescribed Number

The Navy's officer corps is structured like a pyramid. Starting with a broad base of more than 61,000 junior officers, it rises to 261 flag officers near the pinnacle and one, the Chief of Naval Operations, at the top. Obviously, all officers can't reach the top; however, all have equal opportunity to reach the top grades in their specialties. Demonstrated professionalism, education and experience ultimately determine how far each will advance. The needs of the Navy dictate *actual promotion opportunity* based on the "3-Ps": prescribed number, promotion flow point, and promotion percentage.

At least once a year, the Secretary of the Navy determines how many unrestricted line (URL) and limited duty officers (LDO) will be needed. The specific numbers of restricted line and staff corps officers to be promoted to flag rank are also set, as well as the number of officers in these categories to be promoted to the combined grades of lieutenant commander, commander and captain. Vacancies occur whenever the actual number of officers in a grade (or combination of grades) falls below the prescribed requirement.

Promotion Flow Point

The predetermined amount of commissioned service normally required for promotion is called the promotion flow point. Officers reach the *promotion zone* to the next higher grade in the fiscal year in which they attain the following amounts of commissioned service:

To Grade Of	Promotion Flow point
LTJG	2 years
LT	4 years
LCDR	9 years
CDR	14-15 years
CAPT	21-22 years
RADM	25 years

Though it's possible to be selected to some grades in less time ("below the zone" selection) or in more time ("above the zone" selection), officer promotions closely follow the timetable set by the promotion flow points.

Promotion Percentage

The third opportunity factor is promotion percentage. It is calculated by dividing the number of vacancies to be filled in a grade by the number of officers in the promotion zone (vacancies ÷ cligible). For example, if 60 URL selections are authorized to fill 60 vacancies and the zone contains 100 officers, then the promotion percentage would be 60 percent (60 ÷ 100 = .600).

By law, restricted line categories are guaranteed not less than the *line fraction* promotion percentage. (This is a difficult concept to grasp, but the difference between promotion percentage and "fraction promotion percentage" is important). For example, a zone of 12 line officers at a promotion percentage of 60 percent results in seven selections (12 × .60 = 7.2 selections). A fraction of one-half or more is counted as one; a fraction of less than one-half is disregarded.

The same figures applied to the restricted line, however, would result in *eight* selections because the percentage of those selected based on the number in zone must be equal to or greater than the line promotion percentage of 60 percent. Seven restricted line selections would give a 58.3 fraction promotion percentage (7 ÷ 12 = .583), so, eight selections are needed (8 ÷ 12 = .666) to meet legal requirements.

Medical Service, Judge Advocate General, Chaplain and Nurse Corps officers are authorized an opportunity for promotion to the grade of lieutenant commander equal to the number of officers in the promotion zone. At grades above lieutenant commander, the promotion percentages for these staff corps officers are at least equal to the line fraction promotion percentages.

In the Supply Corps and Civil Engineering Corps, the promotion per-

centages to all grades are equal to the line fraction.

In all of the armed forces, Medical Corps and Dental Corps officers below flag and general officer grades are provided uniform promotions under regulations prescribed by the Secretary of Defense as set forth in DOD Directive 1320.7 of July 8, 1976.

Women officers of the line, Chaplain Corps, Civil Engineer Corps and Supply Corps are authorized an opportunity for promotion to lieutenant equal to the total number of officers eligible for consideration by the selection board.

For grades above lieutenant, the line fraction promotion percentages are authorized for women officers of the Civil Engineer Corps, Chaplain Corps and Supply Corps. Promotion percentages for women line officers is determined similarly to the promotion percentages for male line officers. Women officers of the Medical, Dental, JAG, Nurse and Medical Service Corps are subject to the same status and conditions as male officers of those corps.

1981 Promotion Plan

The promotion plan for FY 1981 for the URL is shown in the accompanying table. (By law, the Navy is allowed a set number of URL officers in each grade. URL selections control, to a large extent, selections in all other categories.)

The accompanying table shows how the 3-Ps are brought together to determine actual promotion opportunity. Ensigns are not subject to selection to LTJG as such, but automatically become eligible after 24 months' commissioned service, pending Senate confirmation. Specific promotion numbers are not shown for the grades of lieutenant and below because changes in total strength during the fiscal year would affect that need. This flexibility must be available to permit response to budget cuts or increases, ships being decommissioned or commissioned, and all other events which may affect the Navy's need for officers.

Determining the Promotion Plan

Vacancies are estimated annually for each officer group based on attrition data. Officials use that information to make five-year projections for the grades of lieutenant commander, commander and captain in the URL. Vacancy estimates aren't required for the grades of lieutenant (junior grade) or lieutenant.

The promotion plan for each grade is based on the grade's five-year projection of vacancies. Projections take into account the following data:

- Navy's total officer requirements.
- Navy's officer requirement in each grade and specialty.
- Size of previous non-selected community.
- Affect of the unequal size of succeeding year groups.
- Total affect of the 3-Ps in providing equal opportunity for advancement.

Every promotion plan contains the following elements: identification of the grade and category of officer; estimated vacancies; planned number of selectees; promotion percentage; number of officers in the zone; total number of officers eligible for promotion; the senior and junior officers eligible for promotion in the zone; and the junior officers eligible below the zone.

The exact number of officers in the selection zone for any grade is determined by applying the promotion percentage to the number of selections authorized by SecNav. For example, if 60 selections are authorized (because there are 60 vacancies in a grade) and the promotion percentage is 60 percent, the zone will contain 100 officers (promotion percentage $\times$ size of zone = vacancies to be filled or $.60X = 60$ and solve for "X").

Once it has been determined that the zone size is 100, the junior officer in the zone is determined. In this case, the junior officer is found by counting down 99 names of URL officers below the senior eligible officer who has not previously failed-of-selection to the grade in question. The 100th name is that of the last officer in the zone.

Selection boards are tasked with recommending for promotion those eligible officers who, in the board's opinion, have the most potential for future naval service in the next higher grade. The board's primary field of search is the promotion zone. However, every officer who is eligible before the board is a potential candidate. The board is not restricted in making its selections from officers who are above the zone, but no more than a prescribed percentage of the total selections may be made from below the zone.

The status of having failed-of-selec-

Table 6. FY 1981 Promotion Plan for URL

TO GRADE	PROMOTION FLOW POINT	PROMOTION PERCENTAGE	PRESCRIBED NUMBER (FY 1981)
ENS	—	—	Adjusted periodically to meet authorized end strength
LTJG	2 years	All considered qualified	
LT	4 years	A number equal to the number-in-zone.	
LCDR	9 years	95 percent	6,055
CDR	14-15 years	85 percent	3,680
CAPT	21-22 years	70 percent	1,830

tion for promotion previously doesn't prejudice an officer with respect to qualifications, fitness for naval service or eligibility for selection in the future. The Navy realizes that not all officers can be selected when a particular year group is under consideration because there are fewer vacancies to fill than there are eligible, capable officers. (Consideration for selection, however, doesn't extend to retired officers on active duty since they are, by law, ineligible for consideration.)

Although a selection board *may* select officers above or below the zone, whenever this is done, the in-zone opportunity is reduced by the number of officers selected out of the zone.

Temporary & Permanent Promotions

All regular Navy and Naval Reserve promotions above the grade of lieutenant (junior grade) are temporary appointments (with the exception of appointments given to certain women officers). Temporary promotions are made from officers on promotion lists (meaning, officers who have been selected by a board and put on a list in order of seniority) as vacancies in the temporary grade structure of the line occur. Ensigns are promoted to lieutenant (junior grade) with Senate approval, when they attain two years' commissioned service.

Staff corps officers on promotion lists are promoted when vacancies occur for their *running mates.* Each staff corps officer is assigned a running mate—the next senior URL officer on the lineal (seniority in the Navy) list. Each time a staff corps officer's running mate is in the zone, the staff corps officer is also in the zone. When on a promotion list, he is promoted when his running mate is promoted.

Promotions of women officers of the line, Supply Corps, Civil Engineer Corps and Chaplain Corps are affected by issuance of permanent appointments to officers on promotion lists.

Other permanent appointments are tendered on the basis of seniority, without additional selection by a board, as vacancies occur in the permanent grade structure of the Navy.

A permanent appointment may *not* be revoked, suspended or cancelled except by formal legal proceedings. A temporary appointment may be terminated by the President of the United States; the individual is then reverted to his permanent grade or rate. Such terminations normally occur only in the event of drastic reductions in the size of the Navy. An officer doesn't normally serve under a temporary appointment in a grade more than one grade higher than his permanent rank.

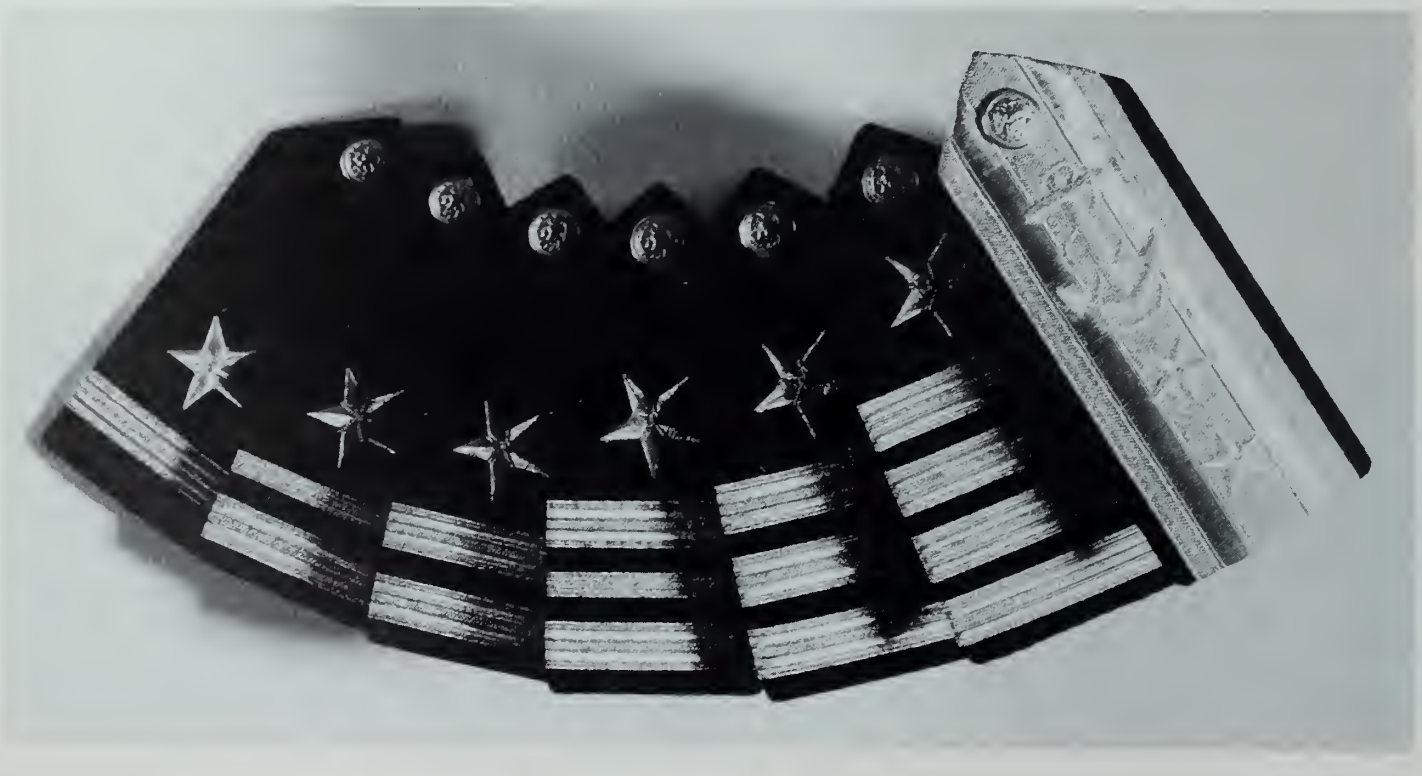
Limited Duty Officer Promotion

Promotion opportunity for LDOs to the grades of lieutenant (junior grade), lieutenant, lieutenant commander and commander closely approximate that of the URL officer. Promotion flow points and promotion percentages during FY 1981 are shown in Table 7.

Warrant Officer Promotion Policies

Promotion flow points to permanent warrant officer grades are established by Title 10, U.S. Code, section 559. However, Title 10, U.S. Code, section 5787c, provides for temporary promotion of warrant officers under SecNav regulations outlined in the BuPers Manual, Article 2220200, and illustrated in Table 8.

An enlisted man selected for warrant officer is issued a permanent appoint-



ment to W-2. Temporary appointments to grades W-3 and W-4 are based on recommendations by a selection board. Selection opportunity to grades W-3 and W-4 is, by law, not less than 80 percent for permanent promotion and, by Sec Nav policy, not less than 80 percent for temporary promotions.

In FY 1981, warrant officers are being accorded 95 percent promotion opportunity to temporary W-3 and W-4, and 100 percent promotion opportunity to permanent W-3 and W-4. In grades above W-2, warrant officers are selected for temporary promotion to a higher grade and then, at some later date, selected for permanent appointment to that higher grade.

For FY 1981, a one-year-early, five-percent-below-the-zone selection opportunity has been established for temporary promotions of warrant officers to the grades W-3 and W-4.

How the Selection Board Works

Each year, SecNav convenes selection boards to recommend active duty officers and reserve officers not on active duty for promotion.

Each selection board member takes an oath to perform the duties imposed by law without prejudice or partiality and having in view both the special fitness of officers and the efficiency of the naval service. No officer may be a member of two consecutive selection boards considering officers of the same grade and category for promotion.

No rules are prescribed by law about the detailed procedures to be followed by a board when it is deliberating, but deliberations may not be revealed unless specifically authorized by the Secretary of the Navy. Therefore, a person who was not a member of a particular board could not give valid reasons as to why an individual was or wasn't selected.

Active duty selection board membership varies according to the grade and designator of officers under consideration for promotion. A brief summary of the usual selection board composition follows.

To Grade Of	Number And Grade Of Members
Line:	
RADM/CAPT	Not less than nine flag rank officers (usually 12)
CDR	Three RADMs and six CAPTs
LCDR/LT	One RADM and eight CAPTs
Staff:	
RADM	Three to nine flag rank officers
CAPT/CDR/ LCDR/LT	One RADM and six CAPTs to one RADM and nine CAPTs
Women:	Women officer selection board membership consists of six to nine officers serving in grades prescribed by SecNav.

If reserve officers on active duty are being considered, the board membership includes an appropriate number of reserve officers. Alternate members from appropriate groups of officers restricted in the performance of duty are included on the line board to act when considering officers of these respective categories.

Selection boards appointed to consider reserve officers not on active duty, reserve officers on temporary active duty, and TAR officers are composed of five or more members, all senior to the officers considered. At least half the members are always reserve officers.

The recommendations of selection boards convened to select captains for promotion to rear admiral grades are submitted to the president for approval. Recommendations of all other boards are submitted to SecNav who, acting on behalf of the president, takes appropriate action.

Every officer being considered for promotion has the right to send a letter to the board calling attention to any matter of record *concerning himself* which he thinks is important to the deliberations. The communication, however, cannot criticize any officer or reflect upon the character, conduct or motive of any officer.

After a board has completed its tentative selections for promotion, it constitutes itself as a naval examining board to recommend for promotion those selectees who, in the opinion of the board, are professionally qualified to perform all duties of the next higher grade no matter the capacity in which they may be asked to serve.

Table 7. LDO Promotion Flow Points

TO GRADE	PROMOTION FLOW POINT	PROMOTION PERCENTAGE
LTJG	2 years	all considered qualified
LT	4 years	A number equal to the number in zone
LCDR	9 years	95 percent
CDR	15 years	85 percent

Table 8. Warrant Promotion Flow Points

GRADE	TEMPORARY TIME IN GRADE	PERMANENT TIME IN GRADE
W-2 to W-3	3 years	6 years
W-3 to W-4	3 years	6 years

There no longer is a grade of W-1.

Physical Fitness

Before an officer may be promoted, he must be able to pass any physical examination which SecNav may prescribe for the grade. The Secretary has prescribed that an officer will be considered to be physically qualified if he/she is *not* in one of the following statuses at time of appointment:

- Hospitalized.
- On sick leave.
- Awaiting appearance before a physical evaluation board.
- Awaiting final action on the recommended findings of a physical evaluation board, board of medical survey, or a medical board.

Officers who are adjudged able to assume the duties and responsibilities of the next higher grade by the Chief of the Bureau of Medicine and Surgery, even though they do not meet normal physical qualifications because of wounds sustained in the line of duty, *will be* promoted. Officers who have been physically qualified for temporary appointment to a grade shall not be physically examined again for permanent appointment to that grade.

Appointment

Officers recommended for promotion by a selection board are placed on a promotion list in the order of seniority in present grade. They remain on that list until removed by actual appointment to the next higher grade, retirement or other presidential action.

Before an appointment to a grade above lieutenant (junior grade) can be issued to officers on a promotion list, the following qualifications must be established: the officer must meet all professional qualifications established by a naval examining board; and all physical qualifications as outlined.

Before an appointment may be made, each officer must be nominated to the Senate by the president for confirmation. (When the Senate is not in session, ad interim appointments may be made until Senate confirmation can be obtained.) Appointment of reserve officers to grades of lieutenant commander, lieutenant and lieutenant (junior grade) do not require Senate confirmation.

All promotions are dependent upon the existence of a vacancy in the next higher grade in the case of URL and LDO officers. A restricted line officer is eligible for promotion to any grade below rear admiral when there is a vacancy for the URL officer next junior to him. Dates of these vacancies establish date-of-rank and effective date for pay purposes. All promotions are consumated when the appointment is signed by SecNav and accepted by the officers being promoted.

Procedures are slightly different when appointing ensigns to the grade of lieutenant (junior grade). These appointments are made under authority established monthly by SecNav notices, and are subject to the individuals remaining physically, mentally and professionally qualified. The appointments are delivered to the officers upon completion of two years' commissioned service and require their written acceptance to become effective. If an appointment to lieutenant (junior grade) is not delivered and accepted by the date an individual is initially eligible for promotion, he loses both pay and seniority.



Separation of Officers Not Selected

Permanently appointed regular Navy lieutenants and lieutenants (junior grade) who twice fail of selection for promotion to the next higher grade are required by law to be honorably discharged with lump-sum severance pay not later than June 30 of the fiscal year in which the second failure occurs.

Should a selection board report that the record of a permanently commissioned officer in the Regular Navy, with less than 20 years' total commissioned service, indicates that performance has not been satisfactory in the present grade and that he would not perform satisfactorily in a higher grade, that officer must be honorably discharged with severance pay. The discharge must be effected no later than June 30 of the fiscal year in which the report is made. Regular Navy lieutenant commanders, commanders and captains who twice fail-of-selection to the next higher grade may continue to serve and remain eligible for promotion. However, upon completion of 20 (LCDR), 26 (CDR) and 30 (CAPT) years' total commissioned service, they are involuntarily retired if not on a promotion list.

Rules governing Naval Reserve officers who are considered as having failed-of-selection twice to the same grade are similar to the provisions for Regular Navy officers.

Officers appointed for temporary service, whose permanent status is warrant officer or enlisted, if twice failed-of-selection for temporary appointment to the next higher grade, are given the option of retirement in the present grade (if in all respects eligible therefor) or of reverting to their permanent status. (This procedure may be waived if it is detrimental to the needs of the service.)

Those temporary officers of the Regular Navy within two years of retirement eligibility may be retained on active duty until they are retirement eligible with approval of the Chief of Naval Personnel.

Naval Reserve officers serving on active duty who have twice failed-of-selection to the same grade, and who are within two years of retirement eligibility, will usually be continued on active duty until retirement eligible. Naval Reserve officers below the rank of lieutenant commander serving on active duty, who have twice failed-of-selection to the same grade and are not within two years of retirement, will be released from active duty.

All honorably discharged officers, except those in the TAR community who received severance pay, remain eligible for an appointment in the Naval Reserve so that they may continue serving in an inactive status and earn satisfactory years of service for retirement.

Occupational Specialties

If you compile a list of every kind of leadership position in the civilian world—executive, managerial, professional, scientific and technical—you will find that there is a comparable occupation in the Navy officer corps.

Officer occupations are divided into *unrestricted line, restricted line,* and *staff corps* designations. Unrestricted line officers are trained to command the Navy's operating forces—ships, submarines, aircraft squadrons, operational staffs and fleets. Restricted line officers perform specialized duties in technical fields such as ship engineering, cryptology, public affairs, meteorology, and oceanography. Staff corps officers also have specialized duties; they serve in such areas as Supply, Civil Engineer, Judge Advocate General, Medical, Dental and Chaplain Corps.

What follows is a general listing of the occupational specialties available in today's Navy and a very brief description of each.

Unrestricted Line Officer

The primary goal of the unrestricted line officer is to be able to qualify for command at sea. The officer's entire training, education and experience lead toward the single purpose of assuming command responsibility. A junior officer soon advances to intermediate command duties as a career pattern develops. Major command assignments come after years of training and experience only to those officers with outstanding abilities.

• **Surface Warfare Officer**—The successful completion of Surface Warfare Officer School plus shipboard experience will eventually allow a young officer to earn a Surface Warfare designator. These officers aspire for command at sea and every assignment they accept is another step toward that goal.

• **Naval Aviation Officer**—Navy pilots and Naval Flight Officers have the opportunity to attain command of air wings and squadrons, whether land-based or carrier-based. They may also command naval air stations and, if they meet the criteria for sea qualifications, be assigned as the commanding officer of an aircraft carrier.

• **Submarine Warfare Officer**—The Submarine Warfare Officer's goal is to attain command at sea of a submarine. Preparation will have included 50 weeks of nuclear power training and 12 weeks of submarine specialization before assignment to the nuclear submarine fleet.

Specialty Groups

The specialty groups discussed here are by no means complete—it would take volumes to fully describe every officer occupation—but they do include a representative sampling of the wide range of professional skills employed in today's Navy.

• **Engineering Duty Officer**—A ship's engineering specialist is called the Engineering Duty Officer (ED). While the ED specializes in the entire field of ship engineering, officers may also pursue the technical specialties of ships and ship systems, electronic systems, combat/weapon systems and ordnance systems during their Navy careers.

• **Special Duty Officer, Cryptology**—These officers serve in the fleet, at shore activities overseas as well as in CONUS, and at major Navy and DOD headquarters and agencies. They perform duties involving the exploitation and security of electromagnetic signals and related aspects of electronic warfare in support of Navy and national intelligence and security requirements.

• **Special Duty Officer, Geophysics**—The geophysics community is primarily

involved in providing fleet environmental support; additionally the component sciences of oceanography, meteorology, and hydrography are applied across a broad spectrum of Navy, DOD, nonDOD, and international interfaces. Geophysics officers' billets are located throughout the world as well as on board large combatants and deep ocean and hydrographic survey vessels.

• **Special Duty Officer, Intelligence**—The Intelligence Officer collects, analyzes, produces, and disseminates intelligence to define the threat for commanders both afloat and ashore. The Intelligence Officer is typically involved in presentation of the overall political/military situation and of potential opponents' capabilities, tactics and strategies.

• **Aviation Maintenance Duty Officer**—These officers are specialists in the field of naval aviation maintenance management. They oversee budgeting and solve complex problems at naval facilities ashore or aboard carriers. Additionally, they must have encyclopedic knowledge of aeronautical equipment and parts.

• **Aeronautical Engineering Duty Officer**—These officers are technically educated aviation officers serving in the restricted line who provide professional management and technical direction in the design, development, test and evaluation, procurement, production and logistic support of naval aircraft and airborne weapons plus their related support equipment.

• **Nuclear Power Instructor and Nuclear Engineer**—They are concerned with the safe development and use of nuclear energy and work as engineers in the Navy's Nuclear Power programs.

• **Special Duty Officer, Public Affairs**—This is a small, but select, group of communications professionals who handle internal and external informational needs.

• **Supply Corps**—Supply Corps Officers logistically support the Navy through work in the areas of inventory management, procurement, petroleum management, retail sales operations, transportation management and food service.

• **Civil Engineering Corps**—This corps plans, builds, and maintains the homes, schools, streets, parks, hospitals, scientific centers, airports, docks, canals and radio stations at naval shore establishments. They comprise a relatively small group of officers, all of whom are engineers or architects.

• **Judge Advocate General's Corps**—These are the Navy's lawyers. They handle such matters as the investigation of admiralty law cases, the drafting and negotiation of international agreements, the litigation or settlement of large court claims, and the prosecution and defense of certain criminal cases.

• **Chaplain Corps**—These officers are qualified ministers, priests, or rabbis who minister to the spiritual needs of Navy, Marine Corps, and Coast Guard personnel and their dependents.

• **Medical Corps (Physicians)**—Navy doctors enjoy the opportunity to practice their profession in an atmosphere where decisions can be based on medical considerations without regard to patients' ability to pay. They may specialize, go into general practice, or work on research projects.

• **Nurse Corps**—Male and female nurses in this corps have the opportunity to engage in the full range of clinical nursing areas including operating room management, anesthesia and teaching.

• **Dental Corps**—These are the Navy's dentists and, as such, they provide the very best in dental care to Navy people.

• **Medical Service Corps**—Officers in the Medical Service Corps work closely with the Navy's physicians, dentists and nurses as specialists in such varied fields as audiology, bacteriology, biophysics, microbiology, entomology, environmental health, industrial hygiene, chemistry, radiophysics, health care administration and pharmacy.

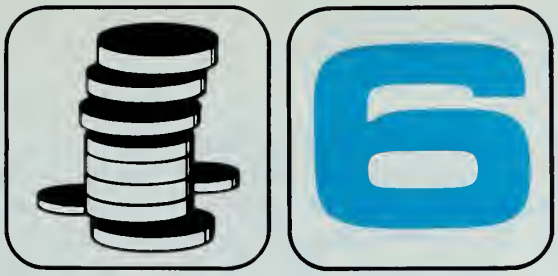
• **Special Warfare Officer**—These officers are members of, and command the Sea, Air, Land (SEAL) and Underwater Demolition Teams. As senior officers, they aspire ultimately to command Special Warfare Groups.

• **Non-Warfare Officer**—The non-warfare officer specializes in one or more areas of shore management while developing leadership skills through assignments involving increasing levels of responsibility. These officers (75 percent of whom are women) aspire to command of a major shore activity.

• **Special Operations Officer**—Three disciplines comprise this community of unrestricted line officers: diving and salvage; expendable ordnance management; and explosive ordnance disposal. These officers train for eventual command of ships and shore activities with missions associated with salvage and ordnance.

• **Training and Administration of the Reserve (TAR)**—A TAR officer is a Naval Reservist serving on active duty for the purpose of managing the reserve component of the Navy. Assignments include duties in training, organizing, coordinating, instructing and administering inactive duty reservists and reserve units.





Pay and Allowances

No topic generates as much fantail discussion as pay and allowances. In this chapter we take a close look at this familiar, yet complex, subject.

Public Law 90-207 and the Federal Pay Comparability Act of 1970 are intended to ensure that military pay will continue to keep pace with civilian salaries by providing semi-automatic salary adjustments each October. Whenever statistics show salaries rising in private industry, pay raises are approved across the board for military personnel. The amount is determined by the president, based on statistics provided annually by the Department of Labor.

Military pay is composed of both pays and allowances for active duty personnel and deferred compensation for the member's retirement (retired pay). Active duty pays and allowances are composed of Regular Military Compensation, Special and Incentive Pays and other allowances.

Regular Military Compensation consists of basic pay, basic allowance for quarters, basic allowance for subsistence and the tax advantage.

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Basic Pay

Basic pay varies according to a member's paygrade and time in service; the amount is prescribed by law. Navy people receive longevity increases at various times throughout their careers.

Each member's annual salary is divided into 12 equal installments, one-half of each installment payable on the 15th and the other on the 30th of each month. Each installment represents the pay for one calendar month; the daily rate is 1/30 of the monthly rate.

Basic pay is related directly to the work a service member performs and, for a specific paygrade and cumulative years of service, is equal for all members.

The allowances which make up the rest of Regular Military Compensation are basic allowance for quarters (BAQ) and basic allowance for subsistence (BAS). By tradition, custom and law, the government provides service members with quarters and subsistence needs. When quarters and subsistence are not provided, a monthly allowance may be paid to the service member to help meet the cost of those needs.

Basic Allowance for Quarters

BAQ is paid to service members when government quarters are not available for assignment. The amount of BAQ varies with paygrade and dependency status. Both officers and enlisted members who have dependents are entitled to BAQ whether serving ashore, at sea or overseas, providing government quarters are not assigned. A Navy couple without dependents who volunteer for simultaneous assignment to afloat units are not eligible for BAQ because they are individually assigned shipboard quarters. Members who voluntarily occupy government quarters rated "inadequate," receive BAQ and pay a rental fee for such quarters.

A partial rate of BAQ is payable to members without dependents when they are assigned to government quarters, so as not to penalize them because of recent reallocations of basic pay increases into BAQ.

It is important to note here that personnel without dependents who are assigned to sea duty are considered to have quarters assigned to them and, therefore, are not eligible for BAQ.

Officers in pay grade O-4 and above, without dependents, may elect to receive BAQ rather than occupy available government quarters, unless the officer's duties require on-base residency.

Basic Allowance For Quarters (Effective 1 Oct. 1979)

Pay Grade	Without Dependents Full Rate	Without Dependents Partial Rate	With Dependents
O-10	383.10	50.70	479.10
O-9	383.10	50.70	479.10
O-8	383.10	50.70	479.10
O-7	383.10	50.70	479.10
O-6	343.80	39.60	419.40
O-5	316.80	33.00	381.60
O-4	282.30	26.70	340.50
O-3	248.10	22.20	306.30
O-2	215.40	17.70	272.70
O-1	168.00	13.20	219.00
W-4	271.80	25.20	328.20
W-3	242.40	20.70	298.80
W-2	210.90	15.90	268.20
W-1	190.50	13.80	246.60
E-9	205.20	18.60	288.60
E-8	189.00	15.30	266.70
E-7	160.80	12.00	248.10
E-6	146.10	9.90	228.30
E-5	140.40	8.70	209.70
E-4	123.90	8.10	184.50
E-3	110.70	7.80	160.80
E-2	97.80	7.20	160.80
E-1	92.40	6.90	160.80

Basic Allowance for Subsistence

Officers are entitled to an allowance for subsistence at the rate of $67.21 per

month, regardless of rank or dependency status. All officers, on ship or shore, married or single, draw the basic allowance for subsistence and pay the entire cost of their mess bills.

In general, when rations-in-kind are not provided by the government, enlisted members entitled to receive basic pay are entitled to a basic allowance for subsistence (BAS). A member on sea duty is always provided rations-in-kind. Members on shore duty may, however, request and receive authorization to subsist separately from an otherwise available government mess. It should be recognized that before granting an individual permission to mess separately, the commanding officer must take into consideration the necessity to maintain an enlisted dining facility which can be operated effectively and economically with a reduced and/or varying patronage. The daily value of commuted rations is currently $3.21. Members assigned to certain types of duty, such as recruiting duty, where it is determined impracticable to use established dining facilities, may be entitled to draw $3.62 per day.

Basic Allowance for Subsistence

Officers:	$67.21/mo.
Enlisted Members:	
When on leave or authorized to mess separately:	$3.21/day
When rations-in-kind are not available:	$3.62/day
When assigned to duty under emergency conditions where no messing facilities of the United States are available.	$4.79/day

Tax Advantage

If a service member's allowance for quarters and subsistence were to be taxed by the federal government, the service member would have to earn an additional amount of money to pay that tax. That amount is referred to as the "tax advantage." The amount of tax advantage differs between service members because it, like BAQ and BAS, is calculated on:

—the service member's marital status

—whether or not BAQ and BAS are paid in cash or received in kind

—pay grade and length of service

and because the number of personal tax exemptions a service member may claim varies.

Special Pays

Special pay is added compensation Navy people receive monthly, if they qualify, and the amount is taxable. Sea duty pay, special pay for duty in specified overseas areas, hostile fire pay, diving pay, and proficiency pay, for example, are forms of special pay. Special payments to physicians, optometrists and dentists, as well as reenlistment bonuses, are also forms of special pay, though all are not paid monthly. A rundown of the more common special pays follows.

• **Physicians, Dentists and Optometrists Pay**—These officers receive career incentive pay as long as they remain on active duty. Payments range from $100 to $350 monthly, depending on specialty and years of service. Medical officers may also be entitled to "continuation pay" of up to four months' basic pay for each additional year of active duty served after attaining the rank of O-4 through O-9, or "variable incentive pay" entitlements of up to $13,500 annually (medical officers only, in paygrade O-3 through O-6) for remaining on active duty following completion of obligated service.

• **Foreign Pay**—Foreign duty pay is payable to enlisted members assigned to duty at specified places outside of the continental United States. The list of such duty stations is lengthy; a copy is in the Military Pay and Allowances Entitlement Manual. Foreign duty pay is not authorized for Navy people who are residents of Alaska, Hawaii, United States' possessions, or foreign countries during any period they are serving within that locality.

Monthly Rate of Payment for Foreign Duty

E-9	$22.50	E-6	$20.00	E-3	$9.00
E-8	$22.50	E-5	$16.00	E-2	$8.00
E-7	$22.50	E-4	$13.00	E-1	$8.00

• **Career Sea Pay Entitlement**—New sea pay legislation became effective Oct. 1, 1978. Personnel receiving sea pay at that time continued to receive at least as much sea pay as they were drawing before the law became effective. Under the new provisions, people assigned to category "A" ships (those most frequently under way) or to units embarked in those ships, receive sea pay continuously while part of ship's company.

People on category "B" ships (those normally in home port) who are petty officers with over three years' previous sea duty receive Career Sea Pay only when the ship is away from its home port for more than 30 consecutive days and receive sea pay at the former rates while in home port.

Everyone in the Navy who was on active duty Sept. 30, 1978, and qualified for sea pay at the previous rates receives sea pay if not otherwise entitled to Career Sea Pay. This provision of Career Sea Pay expires Oct. 1, 1981.

Under the current sea pay plan, petty officers are paid according to their cumulative years of sea duty. Petty officers with more than three years' cumulative sea duty receive $25 a month when entitled to career sea pay. Petty officers with more than seven years' cumulative sea duty receive $35 a month ($45, beginning in FY 81). Petty officers with more than 12 years' cumulative sea duty receive $55 a month ($100 beginning in FY 82).

• **Proficiency Pay**—This special pay is actually a career incentive pay awarded primarily to people in ratings and skills in which large personnel shortages exist. Pro-pay awards fall within two categories: shortage specialty and special duty assignment. Pay awarded in the shortage specialty category is based on Navy Enlisted Classification (NEC) skills. Those people in designated critical skills who are serving in their specialty may draw monthly specialty pay awards of $50 to $150. Pro-pay awards in the special duty assignment category are based on assignment to special types of duty, such as recruiting duty, and also range between $50 and $150.

• **Regular Reenlistment Bonus**—Members who were on active duty on June 1, 1974, are eligible for this bonus. It may not exceed a cumulative total of $2,000 during the members's career. The bonus is paid when the member reenlists and is computed as follows.

First reenlistment: Amount equal to member's monthly basic pay at time of discharge, multiplied by the number of years for which member reenlists.

Second reenlistment: Amount equal to two-thirds of monthly basic pay, multiplied by the number of years for which member reenlists.

Third reenlistment: Amount equal to one-third monthly basic pay, multiplied by the number of years for which members reenlists.

Fourth and subsequent reenlistments: Amount equal to one-sixth of monthly basic pay, multiplied by the number of years for which member reenlists.

• **Selective Reenlistment Bonus**—SRB is a retention incentive special pay awarded members serving in certain selected ratings/NECs who reenlist or extend their enlistments for at least three years. The objective of the bonus is to increase the number of reenlistments in those ratings characterized by retention levels insufficient to adequately man the career force.

SRB amounts of up to $12,000 per bonus may be paid to enlisted members who are serving in designated critical ratings. Certain nuclear-qualified members may receive up to $15,000 per bonus. A member may collect two bonuses, one for each eligibility zone—Zone A (for those with 21 months' service, but less than six years' service) and Zone B (for those with six to not more than 10 years' service). Selective reenlistment bonuses are covered in detail in Chapter 3 "Reenlistment Incentives."

• **Hostile Fire Pay**—All Navy personnel serving ashore, on board a ship, or in an aircraft, within the limits of a hostile fire zone are eligible to receive hostile fire pay at the rate of $65 per month. A member may not receive more than one hostile fire pay during any one month. Hostile fire pay is not awarded during time of war declared by Congress.

• **Special Pay for Nuclear-Qualified Officers**—This pay is awarded in three categories: nuclear career accession bonus; nuclear-qualified officer extending period of active service (continuation pay); and nuclear career annual incentive bonus.

Nuclear career accession bonus: Naval officers or prospective naval officers accepted for training for duty in connection with the supervision, operation and maintenance of naval nuclear propulsion plants are entitled to an accession bonus when they meet all requirements listed in the Entitlements Manual and SECNAVINST 7220.65 series. The amount of this pay may not exceed $3,000.

Nuclear-qualified officer extending period of active duty: Certain nuclear-qualified naval officers are entitled to continuation pay when they elect to remain on active duty after completion of their initial obligated service. The amount payable is determined semi-annually by the Secretary of the Navy. The total amount may not exceed $20,000 or $5,000 per year for each year of the officer's additional four-year active service agreement.

Nuclear career annual incentive bonus: Certain nuclear-qualified officers are entitled to an annual incentive bonus when they meet requirements set forth in SECNAVINST 7220.65 series concerning their qualifications. The amount payable is determined by the Secretary of the Navy and may not exceed $4,000 for unrestricted line officers or $2,400 for limited duty and warrant officers.

• **Special Continuation Pay for Certain Nuclear-Qualified Enlisted Members**—Certain nuclear-trained and qualified petty officers who reenlist are entitled to nuclear petty officer continuation pay when they meet all eligibility requirements listed in the Entitlements Manual (section 11305) and SECNAVINST 7220.72. The total amount may not exceed six months' basic pay, multiplied by the number of years of additional obligated service, or $15,000 (whichever is less). This special pay is payable in annual installments only.

Incentive Pays

Incentive pays are paid to those personnel engaged in certain hazardous and specialized duties. They receive incentive pay when performing such duties as aviation duty, parachute duty or demolition duty. As in the case of all entitlements labeled "pay," incentive pay is taxable.



• **Aerial Flights**—Members under orders to participate in regular and frequent aerial flights as crew or non-crew members, who meet all requirements listed in the Entitlements Manual, are eligible for aerial flight incentive pay. Officers qualified for aviation service are not entitled to this hazardous duty incentive pay, but they may be entitled to aviation career incentive pay. Those eligible for aerial flight pay are paid at the following rates:

Officers	$110 per month
Enlisted crew members:	$50 to $105, depending on paygrade and time in service.
Enlisted non-crew members:	$55 per month.

• **Aviation Career Incentive Pay (ACIP)**—ACIP is an incentive pay for rated/designated officers and warrant officers in flight status and is similar to other forms of continuation pay—monthly rates range from $100 to $245 for officers; from $100 to $200 for warrant officers. In both cases, the amount depends on the number of years of aviation service in a commissioned status.

• **Submarine Duty Pay**—Navy members required by orders to perform submarine duty are entitled to this incentive pay if: attached to a submarine (including submarines belonging to foreign powers) which is in active status; qualified in submarines and assigned as a prospective crew member of a submarine under construction; qualified in submarines and undergoing periods of instruction to prepare for assignment to a submarine of advanced design or to prepare for a position of increased responsibility on a submarine; or, if an operator or crew member of an operational, self-propelled submersible, including an underseas exploration and research vessel.

The monthly rate of incentive pay for enlisted members ranges from $50 to $105; for warrant officers, $100 to $165; and for officers, $100 to $245—each rate of pay is based on paygrade and years of service in submarines. Staff members of submarine operational commanders, whose duties require serving on a submarine during underway operations, may qualify for incentive pay at the same rate as permanent crew members.

• **Parachute, Flight Deck, Demolition, and Experimental Stress Duty Pay**—These incentive pays are lumped together because the entitlement is the same for each, and eligibility requirements for each specify that the member must be participating in the activity. Navy personnel who perform any of the named duties are entitled to incentive pay from the day the assignment begins until the day of completion at the rate of $55 per month for enlisted members and $110 per month for officers.

Parachute duty involves parachute jumping as an essential part of military duty.

Flight deck duty involves frequent and regular participation in flight deck operations on an aircraft carrier.

Underwater demolition duty involves duty in connection with the underwater demolition of explosives, including training for assignment. To qualify for this pay, members must be involved with underwater demolition as their primary duty.

Experimental stress duty involves duty in any of the following activities: subject in human acceleration or deceleration experiments; subject in thermal stress experiments; high or low pressure chamber duty at a physiological facility as a human test subject, research technician or inside-the-chamber instructor-observer.

Other Allowances

Allowances are paid to help Navy people meet expenses incurred while on active duty. Allowances may be paid monthly or on an occasional basis, or in a one-time lump sum payment. Some are paid automatically, others require application to be made. Allowances are not taxable.

• **Enlisted Clothing Allowances**—Members receive an initial clothing allowance when they enter the service or are recalled to active duty; after six months of active duty, they receive a monthly maintenance allowance. There are several types of clothing allowances based on the actual cost of clothing and situations in which special clothing may be needed. Clothing allowances are usually revised on an annual basis with new allowances effective October 1 of each fiscal year. The amounts of the allowances are listed in the annual update DOD Directive 1338.5.

Initial clothing monetary allowance: ICMA generally reflects the cost of a complete seabag for recruits and, for enlisted men and women, is usually paid "in kind" in the form of a full seabag issued at recruit training commands.

Partial initial clothing monetary allowance for enlisted members of the Naval Reserve below E-7 (male and female): This allowance reflects the cost of completing a seabag for reservists upon reporting for active duty.

Basic maintenance allowance: This is a monthly allowance included in regular pay after six months of active duty and until completion of three years' active duty.

Standard maintenance allowance: This regular monthly allowance is included in members' pay after three years' active service.

Special initial clothing monetary allowance: This allowance is for those who must wear clothing of a type not required by the majority of Navy men and women. It goes to men and women upon advancement to chief petty officer, for instance. Rates vary depending on the situation, and payment is made in a one-time, lump sum.

Civilian clothing monetary allowance: Certain Navy people who are *required* (not having the option) to wear civilian clothing in performance of their duties, such as people serving in politically sensitive areas overseas where the appearance of a military uniform could be a disruptive source, receive this allowance. The lump sum payment depends on the seasonal civilian clothing involved. Additional payments may be made for extended tours of duty.

Special enlisted supplementary clothing allowance: This allowance is paid to enlisted members of the Ceremonial Guard; Navy recruiters; members on

duty in the executive part of the Navy Department at the seat of government (field activities excluded); members on duty in the Office of the Secretary of Defense or Office of the Joint Chiefs of Staff; recruit company commanders and recruit drill instructors; members on duty with the Naval Administration Unit, Washington, D.C.; the Bureau of Naval Personnel Career Information Liaison Team; Armed Forces Police and Permanent Shore Patrol; and, the Master Chief Petty Officer of the Navy and Master Chief Petty Officers of the Fleet and Force.

• **Officers' Uniform and Equipment Allowances**—Initial uniform allowances for officers range from $75 to $300 depending on source of procurement (OCS, NROTC, etc.) and is payable upon first reporting for active duty—other than training—for a period of more than 90 days; upon completing 14 days' active duty or active duty for training; or, when an officer is commissioned in a regular component upon NROTC graduation or enters on active duty as a regular naval officer.

• **Family Separation Allowance**—This allowance is payable only to members with dependents. There are two types of FSA—Type I and Type II. A member may be entitled to both types simultaneously.

FSA Type I was designed to pay a member for added expenses for housing caused by enforced separation from dependents. It applies when Navy people must maintain a home for their dependents and one for themselves when on permanent duty outside the United States. It is not payable to a member permanently assigned to a duty station in Hawaii (but is payable to members serving in Alaska) or to any duty station under permissive orders (orders taken at no cost to the government).

To qualify for this allowance, which is equal to one months' BAQ at the without dependents rate for the affected paygrade, these general conditions must be met: transportation of dependents to the permanent duty station is not authorized at government expense; dependents do not live at or near the permanent duty station; adequate government quarters are not available for assignment to the member and the member is not assigned to inadequate government quarters or housing facilities.

FSA Type II was designed to compensate Navy people for added expenses incurred because of enforced separation from dependents due to permanent change of station, duty aboard ship, or temporary duty away from permanent command. Any member (E-4 with more than four years' service, or above) may receive $30 per month when any one of the following general requirements are met: transportation of dependents is not authorized at government expense and dependents do not live near or at the new permanent duty station or home port; member is on duty aboard a ship which has been away from its home port for more than 30 consecutive days; member is TDY or TAD away from his or her permanent station for more than 30 consecutive days and dependents do not live at or near the temporary duty station.

• **Dislocation Allowance**—Navy member may be entitled to a dislocation allowance equal to one month's BAQ when the member is transferred under PCS orders.

Members with dependents must actually relocate their families with the intention of establishing a bona fide, permanent residence at or near the new duty station. Members without dependents are entitled to this allowance if they are not assigned quarters at their new permanent duty station. Dislocation allowances are not automatically paid—members must apply at the disbursing office after arrival at the new duty station.

• **Station Allowances**—When assigned to duty overseas, members may become eligible for station allowances depending on a variety of factors such as location of assignment, nature of orders, dependency status and the overseas housing and cost-of-living situation. Station allowances are paid to those on duty outside the continental United States to offset any loss of purchasing power that occurs when stationed overseas. The allowances are authorized by the Per Diem Committee based on costs reported in the overseas area as compared to costs in the continental United States. Joint Travel Regulations, Volume 1, contains specific instructions concerning the payment of station allowances. Application for these allowances is required and, in view of varying conditions and rates, members should check with their disbursing officer to determine entitlement. Station allowances are revised each year and are subject to change at any time. Generally, the station allowances are as follows.



Housing and Cost of Living Allowances (HA and COLA): These help defray the average excess costs members face while on permanent overseas duty. HA is a per diem based on the difference between the average BAQ and the average cost of housing (including the cost of utilities) for service members at the overseas location, whether or not the members have dependents. COLA is based on the member's rank, the area where located, the number of dependents and the average living expenses (other than housing) in the United States compared to the overseas locality.

Interim Housing Allowance (IHA): This type of allowance may be paid when a member assigned overseas is required to contract for non-government, family-type housing before dependents arrive. An IHA is an amount determined by location which may be paid for 60 days or until the member's dependents arrive, whichever is earlier.

Temporary Lodging Allowance (TLA): TLA is designed to partially reimburse members for extra expenses incurred when living in hotel-type accommodations while awaiting permanent housing after reporting overseas. Also, it may be paid to members awaiting transportation back to the United States after receipt of PCS orders. Although there are provisions for extensions of TLA, the allowance is not usually paid for periods of more than 60 days after reporting to a foreign duty station or for more than 10 days when leaving an overseas station. Daily TLA rates are determined by multiplying a given area's travel per diem allowance by a percentage factor based on the number of dependents accompanying a member to the overseas duty station.

• **Travel Allowances**—There are a number of travel situations a member might face while on active duty for which the Navy will pay expenses or will, on the average, reimburse the member with appropriate travel allowances up to the limits permitted by law. Generally, any time a member travels under orders (other than leave orders), the Navy pays for transportation. If a member has dependents and is in paygrade E-4 (with more than two years' service) or above, the member's family may travel at government expense when under PCS orders. A member, in paygrade E-4 (with less than two years' service) or below may have dependents transported at government expense if ordered to, from, or between an *overseas* duty station. Dependents may also travel at government expense when a member receives orders in connection with schooling for more than 20 weeks.

Because travel allowances computations are complex and the number of allowances authorized varies with each situation, Navy people should check with their personnel and disbursing office each time they receive transfer or travel orders. Personnelmen and disbursing clerks are experts in the computation of travel allowances and are always willing to help members file their travel claims.

• **Lump Sum Leave Payments**—Upon discharge, transfer to the Fleet Reserve, or retirement, members may receive cash for accumulated leave, up to a maximum of 60 days. Effective Feb. 10, 1976, a military member can be paid no more than 60 days' accrued leave during an entire military career. Payment for accrued leave made before Feb. 10, 1976, is excluded from this limitation. Effective July 14, 1976, a member eligible for an accrued leave settlement may elect to receive payment for a portion of the accrued leave, not to exceed 60 days, and have the remaining accrued leave carried forward to a new or extended enlistment.

Table 9 on Computation of Accrued Leave Payment explains the conditions governing the sale of leave.

Allotments of Pay

Allotments are big business in the Navy today. Thousands of civilian and Navy disbursing clerks around the world ensure that Navy members' allotments do what they're designed to do. Currently, there are 12 types of allotments

Table 9. Computation of Accrued Leave Payment

RULE	If member is	and member has	then compute payment for the number of days accrued leave, but not more than 60 in a military career, to include: (note 1)			
			Basic Pay	BAS	BAQ	Personal Money Allowances (note 6)
1	enlisted, in paygrades E-5 to E-9	dependents (note 3)	at rate applicable on date of separation (notes 2 and 4)	70 cents per day	$1.25 per day	none
2		no dependents			none	
3	enlisted, in paygrades E-1 to E-4				none	
4	officer	dependents (note 3)		$62.80 per month (prorate for number days of accrued leave)	at rate applicable for member with dependents on date of separation (notes 4 and 5)	if officer was receiving this allowance on date of separation (limited to allowance authorized by paygrade and billet). Compute at rate payable on that date (note 4).
5		no dependents			at rate applicable for member without dependents on date of separation (notes 4 and 5)	

NOTES: (1) When the final leave balance includes a one-half day total, compute the amount to be paid by crediting the member with one-half of a day's entitlement. Round the total to the nearest penny. (2) Do not include in basic pay the 25 percent increase authorized certain Navy members involuntarily retained beyond their EAOS. (3) A dependent on active duty is not considered a dependent in determining right to BAQ. (4) Date of separation is date of discharge, release from active duty, transfer to reserve, or death, day before effective date of retirement, day before date of appointment as cadet or midshipman, or day before effective date of extension of enlistment. (5) Pay BAQ even though member is not receiving BAQ on date of separation because public quarters are occupied or available. (6) Cash settlement of leave accrued as of 31 Aug. 1976 will be on the basis of basic pay, BAS, BAQ, and PMA as appropriate. Cash settlement of leave accrued on and after 1 Sept. 1976 will be on the basis of basic pay only for all grades, officer and enlisted.

in general use. The types and examples of each are clearly shown on Table 10, Examples of Allotments of Pay, with applicable codes.

It is important for Navy people to realize that their dependents or others to whom allotments have been made do not receive an allotment check immediately after application has been made. The check is not mailed until the end of the month for which it is payable. Generally, the minimum time required for allotments to reach payees is five to eight weeks after the member has completed the application which places the allotment in force.

Each month the Navy Finance Center receives a number of letters from dependents who report they did not receive a scheduled allotment check. In almost every instance, failure to receive an allotment check on schedule can be traced to the failure of an active duty member to notify the center of a change of address. Navy men and women should remember that when they move and wish to receive a check at the new address, they must notify NFC before the 16th of the month.

The center suggests members use the regular change of address cards sent periodically to allotment payees for this purpose. To be on the safe side, it is also suggested that a change of address notice be filed at the local post office so the allotment check will be forwarded.

The Finance Center's Job

Handling the financial affairs of Navy people in such diverse areas as reenlistment bonuses, entitlement claims, leave accounting, travel, bonds and so on, is the job of the Navy Finance Center in Cleveland, Ohio, and regional and local finance offices located aboard ship and around the globe. In recent years, two developments have made this job more efficient and more economical—JUMPS and PASS.

• **JUMPS (Joint Uniform Military Pay System)**—This system has been in operation fleetwide since 1977. It provides accurate and timely fiscal information with which to better manage the Military

Table 10. Examples of Allotments of Pay, with Applicable Codes

When the type of allotment is	and member is			or is retired member not on active duty	then the period of the allotment is	
	officer	enlisted	aviation cadet		indefinite	definite
B—purchase of U.S. Savings Bond	×	×	×	×	×	
C—charity drive donation (CFC)	×	×	×			×
D—payments to dependents (note 4)	×	×	×	×	×	
N—U.S. Government Life Insurance and/or National Service Life Insurance or repayment of loan on VA insurance (note 5)	×	×	× (1)	×	×	
H—repayment of home loans	×	×	×		×	
I—commercial life insurance (notes 2 & 3)	×	×	×	×	×	
L—repayment of loans to Navy Relief Society	×	×	×			×
M—Navy Mutual Aid Insurance	×	×		×	×	
S—payment to financial institution for credit to allotter	×	×	×		×	
E—contributions to Post-Vietnam Era Veterans Education Assistance Program	×	×			×	
T—payment of indebtedness to U.S.	×	×	×	×	×	
U—remittance to RSFPP for retired members on active duty	×	×			×	

NOTES:
(1) If electing to continue NSLI purchased before becoming an aviation cadet.
(2) Allotter's life only, including family group type plans.
(3) Comply with service regulations (SECNAVINST 1740.2 series) before new allotment may be issued for payment of premiums on commercial life insurance. However, any such allotments in effect Sept. 30, 1967, may be continued as an approved allotment.
(4) A retired member may authorize allotments to a spouse, former spouse(s), and/or his or her child(ren) having a permanent residence other than member's own.
(5) Payment of insurance premiums and repayment of insurance loans will be made by one NSLI or class N allotment.



Personnel Pay Appropriation. Before JUMPS, forecasting pays and obligations for the pay appropriation was only on a historically-based "guesstimate" since pay was calculated and paid by more than 500 disbursing offices afloat and ashore. Because many of the Navy people who are deployed prefer to let their pay accumulate "on the books" and pay records were closed out only twice a year, it took months for the Navy to determine how much it was actually spending on personnel costs.

Under JUMPS, the Navy's 500 field disbursing offices still hold payday twice a month, but everyone's pay is calculated in Cleveland, well in advance of actual payment. This accrual approach permits the service to obligate the MILPERS appropriation on a much more timely basis than previously possible. Disbursing offices in the field continue to make pay record changes to reflect promotions and other pay entitlement changes occuring between Cleveland's calculation and the actual payday, but the next NFC calculation reflects those changes in each member's new Leave and Earning Statement (LES).

The monthly LES issued to Navy men and women provides an up-to-date financial tool which can be used in planning since it provides complete information about pay entitlements, allotments, deductions and taxes. So Navy people will recognize the full value of their pay and allowances, the "remarks" block on each LES periodically explains the dollar value gained as a result of non-taxable allowances.

An LES looks confusing at first glance, yet it is actually very simple to decipher. A key on the reverse side of each LES explains what the entries in each block mean. Here are some added tips for reading LESs:

In blocks 26-32 (Allotments), a one-letter code indicates the type of allotment—e.g. "D" for dependency or "S" for savings. If a person has more than six allotments, the additional ones appear in block 62 (Remarks). If the allotment is to be stopped at the end of the month, its termination date will appear in the remarks block.

Block 57 (Forecasts of amounts due) will reflect longevity increases coming up soon, or any other action affecting pay. Designed as a financial planning tool, block 57's forecasts of amounts due may differ occasionally from actual pay received because of local adjustments based on the most current entitlements.

Block 62 (Remarks) will contain a brief description of events which affect a member's pay. For example, "LSL PAID TO DATE O.ODA" indicates that the member has not sold any "lump sum leave" back to the Navy and is, therefore, entitled to sell 60 days upon reenlistment, discharge or retirement.

• **PASS (Pay/Personnel Administrative Support System)**—The goals of the PASS Program are to provide Navy people with one-stop personnel/pay and Navy-sponsored passenger transportation service while improving personnel/pay reporting systems and simplifying such routine procedures as checking in, checking out and changing dependency status records. PASS has made possible greater accuracy in pay and personnel record-keeping and greater efficiency in overall service.

Active PASS operations began in October 1977 with the establishment of PASS offices at three areas of major naval personnel concentration: Washington, D.C., San Diego, Calif., and

Norfolk, Va. Based on the success of these pilot project operations, the Vice Chief of Naval Operations decided to implement PASS Navywide, beginning in January 1979.

PASS is being phased into operation in three steps. In Phase I, all active duty Navy military personnel offices are being consolidated and co-located with military pay and passenger transportation offices. This provides "one-stop" shopping for military customers. PASS offices, managed by a single Personnel Support Activity (PSA), are being established by a designated major claimant in each area, e.g., CINCLANTFLT in Jacksonville, Fla., CNET in Great Lakes, Ill., etc.

Personnel Support Detachments (PSDs) are being established in areas of military concentration and these facilities will maintain pay and personnel records and handle pay, personnel and passenger transportation services. Additionally, each PSD will be responsive to the needs and requests of the commands they service.

Since Navywide implementation of PASS was authorized, all CONUS PSAs have been established as well as PSAs in Hawaii, Japan and England. The objective is to have all shore activities supported by a PASS network by December 1980.

Phase I affects only shore activities and shore-based components of certain other units. A shore-based unit with an "emergency deploy" mission may be provided with individuals who have pay and personnel record-keeping experience from local PSDs on a temporary duty basis. When the unit returns, the TEMADD personnel and records will be returned to the PSD.

PASS Phase II provides for the implementation of an automated field pay, personnel and transportation reporting system which will replace the current manual system. It will provide pertinent information to field commanders and personnel managers through the newly consolidated PASS office network. The automated system will link all field activities with the Naval Military Personnel Command in Washington, D.C., and the Navy Finance Center in Cleveland through the use of remote terminals and minicomputers in the field. The long-range goal of Phase III is full integration of the pay and personnel functions for efficient service to Navy people and for more timely and accurate accounting of the pay and personnel functions. Following full implementation of Phases I and II, it is intended that the following expanded services will be available to Navy members, to local commands and to the headquarters:

1. Prompt, efficient and courteous service at customer service units of PSDs.
2. One-stop pay, personnel and passenger transportation service at convenient, geographical locations.
3. Concentration of highly-qualified personnel at PSDs to provide technical expertise in pay, personnel and passenger transportation matters.
4. Accurate maintenance of field services, pay and other personnel records.
5. Improved source data preparation for input to the Manpower and Personnel Mangement Information System (MAPMIS) and the Joint Uniform Military Pay System (JUMPS).
6. Accurate and timely management information to commands and activities to enable effective management of assigned personnel.
7. An accurate and identical pay/personnel record in the field and at headquarters.

When PASS is fully implemented, the majority of Navy people will be within easy walking distances of their PSDs. Additionally, with pay, personnel and passenger transportation functions all at the same location, less time will be lost from work when handling pay/personnel record matters.

Functions not strictly related to pay or personnel record maintenance and reporting—such as performance evaluations, leave, manpower authorizations, non-judicial punishment, etc.—will remain with individual commands. Sufficient clerical personnel will remain at each command to adequately support "residual functions."

In the not too distant future, PASS will be expanded to include afloat units. The shipboard version of PASS will be supported by the Shipboard Non-Tactical ADP Program planned for FY 1984.





ID Cards, Commissaries and Exchanges

Your ID card is like a special admission ticket which helps you get the most for your money. When used properly, it can open doors to a wide range of educational, health, entertainment, and other money-saving benefits for you and the members of your family. In itself, possession of an ID card is a privilege and should be treated as such.

Four kinds of identification cards are issued to members of the Uniformed Services (Army, Navy, Marine Corps, Air Force, Public Health Service, Coast Guard, and National Oceanic and Atmospheric Administration) and their dependents:

1. The United States Armed Forces Identification Card, DD Form 2N (Active), is the primary source of identification for active duty military personnel. It also serves as identification for purposes of Article 17 of the Geneva Convention. DD Form 2N (Active) authorizes the holder Uniformed Services medical care, commissary, exchange, and special services privileges.

2. The United States Armed Forces Identification Card, DD Form 2N (Reserve), is the primary source of identification for Reserve military on inactive duty. DD Form 2N (Reserve) has the same format as the DD Form 2N (Active) thus meeting the requirements of Article 17 of the Geneva Convention. This card, presented with other appropriate identification (i.e., orders, drill statement), gives the holder certain privileges and benefits while on active duty.

3. The United States Uniformed Services Identification Card, DD Form 2 (Retired) is the primary source of identification for retired military personnel. An authorized holder of DD Form 2 (Retired) is entitled to all benefits and privileges, as applicable.

4. The Uniformed Services Identification and Privilege Card (USIP), DD Form 1173, is used to identify persons eligible for benefits and privileges administered by the Uniformed Services not otherwise covered by the first three.

This chapter discusses only one of the ID cards listed above—DD Form 1173. Requirements for eligibility and the proper use of this card are often misunderstood.

This chapter also explains the Navy commissary and exchange system which, as part of the Navy family's total benefit package, helps boost your purchasing power. DD Form 1173 provides entry into that system.

Your ID Card

Generally, the Uniformed Services Identification and Privilege Card is the standard identification and privilege card for dependents of active duty, retired with pay (including those drawing Fleet Reserve retainers), surviving dependents of retirees, dependents of members of the armed forces who die while on active duty, 100 percent disabled veterans and their dependents, and a few other special categories.

Authorized dependents may include:

- Spouses.
- Unremarried widows or widowers.
- Unmarried children under the age of 21 (including adopted or stepchildren).
- Unmarried children over 21 if incapable of support due to a physical or mental incapacity.
- Unmarried children between 21 and 23 who are attending college full-time.
- Parents (or parents-in-law) who are dependent upon the sponsor for more than one-half of their support.
- Unmarried illegitimate children (if actually dependent upon the sponsor and residing in the sponsor's household). Age requirements same as above.

The USIP is just that—it identifies those persons authorized certain privileges and access to certain facilities. It doesn't, in itself, authorize entry into classified areas.

Rules on the issuance of the USIP are contained in NAVMILPERSCOM 1750.5 series. The instruction lists who is eligible to use various commissary, exchange, medical and special services facilities.

The USIP is printed in black security-type ink for text, light brown security-type ink for background tint, and is laminated between two sheets of thermo-plastic with an identification picture of the holder.

The USIP is recognized by all activities of the uniformed services. Basic privileges may be modified by commanders in areas with limited facilities. In general, authorized patronage depends on the availability and adequacy of the facility concerned.

In certain overseas areas, treaties, Status of Forces Agreements (SOFA), or other military base agreements, place limitations on who can use the commissary and exchange. Ordinarily, SOFAs with foreign countries include a provision that only the dependents of service members who are "members of the force" stationed in the host country are eligible for commissary and exchange privileges. In other words, if you are in Southeast Asia and your family moves to Japan or the Republic of the Philippines to be in the geographic area, they may not be eligible for commissary and exchange privileges simply because you are not a "member of the force" in Japan or the Philippines.

How and When to Apply

Application for the USIP should be made when the Navy sponsor:

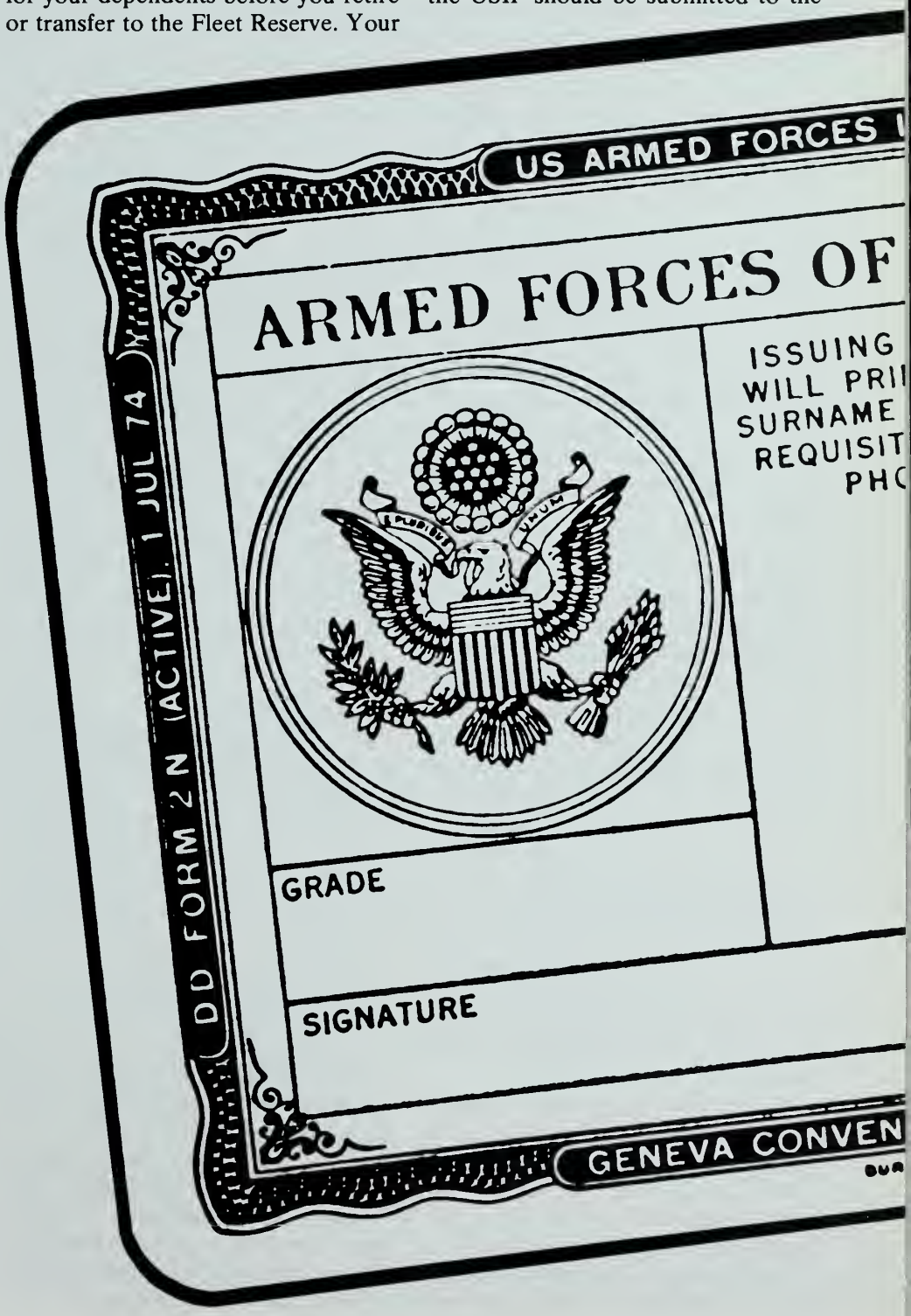
- Enters active duty for more than 30 days.
- Reenlists for continuous active service.
- Retires, transfers to the Fleet Reserve, or dies.

Application for a new ID card should be made when there is a change in status that would affect entitlement, or when the card expires, is mutilated, lost or stolen.

If you are on active duty, apply on behalf of your dependents by submitting DD Form 1172 to the command with custody of your service record. The completed application is filed in your record after the card has been issued.

You should apply for a new USIP for your dependents before you retire or transfer to the Fleet Reserve. Your command will make every effort to issue the new card before you leave active duty, but if it cannot be issued in time, you will be provided with a verified DD Form 1172 which your dependents may take to any card-issuing activity for issuance of cards.

Once you are in a retired or retainer pay status, application for a renewal of the USIP should be submitted to the



Commanding Officer, Naval Reserve Personnel Center, New Orleans, La. 70149.

Eligible dependents of deceased Navy members apply for their cards to the Naval Military Personnel Command (NMPC 641D), Washington, D.C. 20370. Survivors of those who die on active duty automatically have their applications verified by the commanding officer or the casualty assistance calls officer.

It may not always be possible for your command to issue the USIP. This would be the case, for example, if you are not in the same locality as your dependents. In such circumstances, you should submit an application to the command maintaining your service record to have your dependent's eligibility determined. The form is then returned to you with instructions that it will be presented by your dependents to any military activity equipped to issue the card. The issuing activity then returns the completed application to your command for filing in your service record.

Verification

The application form (DD Form 1172) must be verified by your command before any USIP is issued. Your command makes sure the dependents you claim are eligible. Birth certificates, adoption decrees, medical certificates, education statements, divorce decrees or other documents as appropriate to your application may be required.

If the eligibility of a claimed dependent is questionable, the problem is turned over to the Naval Military Personnel Command for a ruling. (You should note that any determination made by the Navy Family Allowance Activity is done under NMPC policy, and should not be considered "questionable.")

If your dependent's eligibility hinges on the validity of a Mexican or other foreign decree of divorce obtained by either you or your spouse, the case must be forwarded to the Family Allowance Activity for a ruling.

Any documents you submit to support your application will be returned to you after they have served their purpose.

Expiration

Although expiration dates for the USIP vary, cards are not issued for less than 30 days. The expiration date will be the bearer's birthdate in the third year of issuance, and, in all cases, a card will not be issued for a period in excess of three years. The word "indefinite" renders a card invalid and should never be used in the expiration date block.

If your dependent loses his or her USIP, or if it is stolen, report the matter promptly to your command and resubmit the DD Form 1172 with a statement regarding all circumstances of the loss.

The USIP must be surrendered:

- Upon expiration.
- Whenever the cardholder becomes ineligible.
- When a new card is issued (except to replace one that was lost or stolen).
- Upon the sponsor's death, retirement, transfer to the Fleet Reserve or release to inactive duty.
- When the sponsor is officially placed in a deserter status.
- Upon the call of a responsible officer for administrative purposes.
- Upon cancellation.

Change in Rate

The USIP may now be reissued solely because of change in grade or rating of the sponsor, especially in those cases where non-issuance would preclude the dependent from utilizing, or being admitted to, facilities which are accesible only to that grade (i.e., officer, CPO clubs, etc.).

Commissary and Exchange System

Fighting inflation and making the best use of one's finances is the goal of everyone today. Navy people can aid themselves by patronizing their Navy exchange and commissary facilities. That's one of the best ways of realizing savings, whether you happen to be stationed stateside or overseas, or are on active duty or on the retired list.

Commissary and exchange facilities, conveniently located at most naval bases, can help you stretch your buying power by offering you name-brand merchandise at the lowest practicable cost, thus increasing your savings.

Commissaries, which are essentially non-profit activities, stock food and other related commodities at the lowest practicable prices, with a markup just high enough to cover certain costs mandated by law, such as breakage, spoilage and operating supplies. Additionally, two percent of all sales is set aside for facility improvements, construction and equipment replacement. Commissaries are a convenient and reliable source from which authorized patrons may obtain groceries, meat and produce, and other items at the lowest practicable cost.

Most commissary stores have been consolidated into commissary store regions which are comprised of a regional support office with satellite branch stores. These branches may be located at several different naval installations within geographic proximity of the regional office. Under this concept, the region is responsible for providing centralized services in areas of administration, accounting, purchasing, stock control and data processing. At present, there are 12 such regions in operation—seven in the United States and five at overseas bases.

Through the consolidation of functions and the use of data processing equipment, the regions are able to make more people available in the store itself to provide better service to customers. Volume buying results in lower shelf prices and common selling prices for the same merchandise found at all stores in the region.

Commissaries operate on appropriated funds which cover the costs of items sold, and other expenses such as employee salaries. From the proceeds of the sales, the government is reimbursed for the cost of the merchandise and certain operating expenses, such as utilities and transportation charges within the United States.

Ships' stores also operate with ap-


NAVY
COMMISSARY
& EXCHANGE
Top
Qualit
Name
Brand
FOOD

propriated funds to pay for the cost of the merchandise. However, ships' stores do make a profit by applying a markup on goods. A portion of the ships' stores profit pays for the supplies needed to operate the ship's laundry, tailoring and barber services. The remaining net profit is distributed to commanding officers for shipboard recreation programs and to the NMPC Central Recreation Fund.

The Navy exchanges, on the other hand, operate on a non-appropriated fund basis and stock many items of necessity and convenience for you and your dependents. After operating costs have been paid, the remaining profits help support the Navy's welfare and recreation program.

In this sense, every dime you spend in your exchange is, in a way, a share toward your other interests which may be the station golf course, the bowling alley, the swimming pool, the ceramics shop, or the auto hobby shop, to mention just a few of the special services available because of Navy exchange profits. Fifty percent of Navy exchange net profits is made available to commanding officers to support local recreation programs.

The other 50 percent goes to the NMPC Central Recreation Fund which supports movies for fleet and overseas activities and other Navywide recreation activities. This central fund also assists in the development, construction and refurbishing of recreation facilities as well as providing supplemental fund support to small activities both ashore and afloat.

Recreation funds are also made available for the construction of new Navy lodges. The current occupancy rate of about eighty percent indicates the popularity of the Navy lodge programs.

Statistically—out of every dollar spent in a ship's store or Navy exchange, between five and six cents profit is channeled back into the recreation program—after all operating expenses have been deducted. Currently, these fives and sixes amount to about $37 million annually.

The average markup on merchandise sold in the exchange retail store is 20 percent. Normally, essential items will be marked up less than non-essential items, and the markups range from a low of 8.5 percent to a high of 25 percent at retail. The Navy Resale and Services Support Office (NAVRESSO) has the responsibility of providing exchanges with specific guidelines for this broad pricing policy. Experienced buyers at NAVRESSO in Brooklyn, N.Y., provide vendor source information on prime manufacturers from which exchanges may order on a direct basis.

The retail price of an item is established on the basis of cost including transportation, plus a prescribed markup. Generally, retail prices for merchandise ordered from manufacturers are uniform at all Navy exchanges, regardless of geographical location or size. On occasion, some prices may differ because of the size of the order and varying transportation costs.

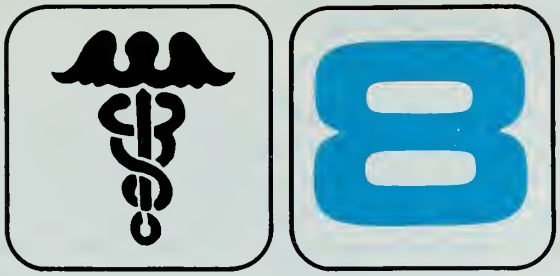
Prices charged in exchange service departments, such as a barber shop, are established largely at the local level and are based on the area wage surveys and operational goals established by NAVRESSO headquarters.

As a member of the armed forces, you and your dependents may also patronize the commissaries and exchanges of the other services. And, under certain circumstances, when you're stationed overseas where no U.S. facilities are available, you may use foreign military facilities. This privilege, of course, is governed by strict regulations and you should be certain of your eligibility before attempting to use such facilities.

Keep in mind also that you could violate the terms of your commissary and exchange privileges by reselling any item to an unauthorized person. Whatever you buy must be for your personal use, or the use of your dependents. In addition, exchange merchandise may be purchased as a bona fide gift. Any violation of these requirements could mean the loss of privileges.

If you abide by these few simple rules—whether you're stationed overseas, ashore in the U.S., or on board ship—your commissary and exchange privileges help make life easier and more pleasant and, also, increase your buying power and your pleasure.





Medical and Health Care

This chapter discusses Navy medical and health care for military members and their families. It explains the Uniformed Services Health Benefits Program (USHBP), including the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS), which provides medical and health care for retirees and dependents.

Because of the advantages the medical and health care programs offer, Navy families should be familiar with these benefits and keep abreast of changes. This explanation will bring them up to date.

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USHBP/CHAMPUS

Medical and health care are some of the most valuable benefits enjoyed by the Navy family. In terms of dollars and cents, they represent considerable savings for Navy families every year. They provide active duty members with complete hospital care, routine dental care, necessary prosthetic aids and other medical equipment, and occupational health services. Additionally, through USHBP—Uniformed Services Health Benefits Program—dependents and other beneficiaries reap benefits they ordinarily could not enjoy in the private sector.

USHBP provides direct care from uniformed services medical facilities (Army, Navy, Air Force, and certain Public Health Service facilities) for eligible beneficiaries. Through its supplement, CHAMPUS—the Civilian Health and Medical Program of the Uniformed Services—USHBP provides a program by which the government shares with beneficiaries the cost of authorized medical care received from civilian sources.

USHBP Eligibility

For purposes of eligibility, authorized dependents are those who bear one of the following relationships to an active duty member, a retiree, or a deceased person who, at the time of death, was an active duty member or retiree:

1. Spouse—A lawful husband or wife, whether dependent or not upon the active duty member or retiree.

2. Widow or Widower—A spouse at the time of death of the active duty member or retiree who has not remarried.

3. Child—An unmarried individual in one of the following classes:

A. Legitimate child or stepchild.

B. Adopted child.

C. Illegitimate child whose paternity has been judicially determined, or an illegitimate child of a female member or retiree judicially directed to support the child.

D. Illegitimate child (whose paternity has not been judicially determined) or stepchild who:

(1) Is, or was at the time of sponsor's death, dependent for more than one-half of his or her support.

(2) Resides with, or in a home provided by, the member parent or the parent who is the spouse of the member.

Ordinarily, a child's eligibility for USHBP benefits ends on the 21st birthday. There are two exceptions: mentally or physically disabled children, and full-time students. Certain unmarried children who cannot support themselves because of a mental or physical incapacity remain eligible for benefits, regardless of age, if they meet certain conditions. They must be incapable of self-support, live in a home provided by the sponsor and be dependent upon the sponsor for more than one-half of their support. Requests for continued eligibility should be forwarded to the Commander, Naval Military Personnel Command, NMPC-641D, Washington, D.C. 20370. Also, a student pursuing an approved full-time course of study (12 semester hours or more at an accredited college or university) and is, or was at the time of the sponsor's death, dependent for more than one-half of his or her support, remains eligible for benefits until the student's 23rd birthday.

4. Parents, parents-in-law, stepparents or adoptive parents who are or were at the time of the sponsor's death, dependent on the member for more than one-half of their support and reside in a dwelling provided or maintained by the member. This does not include those who stood in *loco parentis*. (Parents, parents-in-law, stepparents and adoptive parents are excluded from all CHAMPUS benefits.)

Eligible beneficiaries include dependents of:

1. Service members on active duty for more than 30 days.

2. Retirees.

3. Members ordered to active duty for more than 30 days who die while on that duty.

4. Deceased retirees.

Retirees are members who:

1. Retired after fulfilling minimum

length of service requirements.

2. Were permanently or temporarily retired for physical disability.

3. Are on the emergency officers' retired list and entitled to retired pay for physical disability.

4. Are retired reservists who have met minimum length of service requirements, who are 60 years of age or older, and who are in receipt of retired pay.

USHBP has three basic treatment categories:

1. Dependents of active duty members can receive care at a uniformed services facility and under CHAMPUS (basic program and program for the handicapped). Dependents receiving treatment under the program for the handicapped at the time of sponsor's death continue to be eligible until they pass their 21st birthday or until they cease to be an eligible dependent, whichever comes first.

2. Retirees, their dependents and dependents of deceased members are entitled to medical care, on a space available basis, at uniformed services facilities and under CHAMPUS, too, but only for the basic program and not the handicapped program.

3. Parents, parents-in-law, stepparents or adoptive parents are eligible for treatment on a space available basis in uniformed services facilities only.

Changes in USHBP Eligibility

When you leave active duty (unless you retire or die while on active duty), your dependents lose their eligibility for all USHBP benefits.

If a retired member loses entitlement to retired, retainer, or equivalent pay, he or she and dependents lose eligibility for USHBP. A retiree who waives pay, etc., does not for that reason, lose the right to medical treatment. (Retired members are eligible for care in Veterans Administration facilities on a space available basis for non-service connected disabilities or illnesses.)



A spouse loses all USHBP benefits upon final divorce from sponsor. This includes loss of maternity care for wives pregnant at the time a divorce becomes final. In such instances, the service member's child becomes eligible for USHBP benefits at birth.

With the exception of stepchildren, a child's eligibility is not affected by divorce or when a divorced spouse remarries. A stepchild relationship ends when a parent and stepparent divorce. For eligibility purposes, a stepchild relationship continues upon death of the member stepparent, but does cease if the natural parent remarries.

When a member dies and his or her child is adopted by a person who is not a service member or retiree, that child remains entitled to USHBP benefits. However, a child of a living member loses benefits when adopted by someone who is not a service member or retiree.

If a child marries before reaching age 21, but not to a service member or retiree, eligibility stops on the date of marriage. However, if the marriage ends, the child regains entitlement to care if otherwise eligible.

Technically, an individual who received benefits before annulment of a marriage was not eligible for these benefits because, in effect, an annulment means that the marriage never existed. Normally, repayment would then be required. However, to avoid financial hardship in this instance, USHBP treats annulment in the same manner as divorce.

A child 21 or 22 years old must be pursuing a full-time course of study to remain eligible for health care benefits. However, if the child suffers a disabling illness or injury and is unable to return to school, he or she remains eligible for health benefits until six months after the disability is removed, or until the 23rd birthday is reached, whichever comes first.

The Navy Surgeon General recommends, on a case-by-case basis, whether a child is handicapped to the extent that he or she is eligible for benefits beyond the 21st birthday. If the incapacity of the child improves significantly or ceases after age 21, the child loses eligibility for all CHAMPUS benefits. This eligibility cannot be reinstated later if the incapacity recurs or the condition deteriorates.

By law, CHAMPUS benefits end when any beneficiary, other than a dependent of an active duty service member, becomes eligible for Social Security's Medicare, Part A (Hospital Insurance). This can pose special problems for individuals living outside the United States where Medicare cannot pay for health care. Dependents of active duty service members who remain eligible for all CHAMPUS benefits, yet are entitled to Medicare, must use Medicare benefits before CHAMPUS payment enters the picture. If any amount remains after Medicare payments are made, CHAMPUS will pay up to the amount, and for those services that CHAMPUS would have paid if there were no Medicare coverage. A beneficiary not eligible for Medicare Part A can continue to receive CHAMPUS benefits after age 65 by obtaining a notice of disallowance from Social Security.



Uniformed Services Facilities

Generally, if you live near a uniformed services facility, you and your dependents are already somewhat aware of the medical care available. But remember, providing health benefits to USHBP beneficiaries is a secondary function of that facility.

The primary concern of the staff must be the military member's health. Congress established that benefits provided to USHBP beneficiaries are "subject to the availability of space and facilities and the capabilities of the medical and dental staffs." The medical or dental officer in charge of the facility determines the extent of the medical treatment.

Within this limitation and some listed below, a wide variety of medical services are available at your local dispensary or clinic.

Retirees are entitled to the same health care as the active duty member, but on a space available basis.

Dependents and survivors of active duty and retired Navy members are excluded from:

1. Domiciliary or custodial care.

2. Prosthetic devices, hearing aids, orthopedic footwear and spectacles. (Outside the United States and at stations where civilian facilities are inadequate, such items may be sold to dependents or survivors at cost.) In some instances, artificial limbs and eyes *may* be provided.

Generally, care is considered on an inpatient basis when a beneficiary is admitted to a medical facility for at least 24 hours. All other care for which a beneficiary is not admitted to a medical facility is considered outpatient. There

is no charge for outpatient care at uniformed services facilities.

For inpatient benefits, retired officers and warrant officers pay a subsistence charge; retired enlisted men and women pay nothing; dependents pay $5.00 a day.

No charge is made for newborn infants while the mother is also a patient in the hospital. If the mother is discharged before the infant, the single, daily charge continues.

If there is a uniformed services facility within 40 miles of your home capable of providing the needed inpatient care, you are required by law to use that facility. There are exceptions—for instance, true medical emergencies. *This "40-mile rule" applies only to nonemergency inpatient care.*

If the facility within the radius is unable to provide the inpatient care you require, you must obtain a "Non-availability Statement" from the commanding officer (or designated representative). This statement is needed before CHAMPUS can process claims for hospitalization. In some situations, on a case-by-case basis, a commander can issue a nonavailability statement even though the hospital could have provided the care. If you have any questions or doubts, you should check with the uniformed services facility before receiving inpatient care from a civilian source.

And remember, Public Health Service hospitals are an often overlooked uniformed services medical facility.

USHBP—CHAMPUS Basic Program

Many CHAMPUS beneficiaries mistakenly believe that the program pays the full cost of care from civilian sources. This is not the case. CHAMPUS is a cost-sharing program. The government pays a significant portion of the charges determined to be allowable. You pay the remainder.

CHAMPUS sets an allowable charge for every service and supply that a civilian source provides. The lowest of the following two amounts determines this charge:

1. Actual billed amount; or,

2. Prevailing charge of similar providers for the same service or supplies in the geographic area.

Not every civilian source of health care participates in CHAMPUS. "Participate" means that the source of care submits a claim for you directly to CHAMPUS on CHAMPUS forms. These forms contain a statement to the effect that the claimant (source of care) agrees to accept as full payment the allowable charge as determined by CHAMPUS. Other than your cost-share obligation, the claimant cannot collect any additional amount from either the government or you.

When a source does not "participate" and charges are in excess of those determined by CHAMPUS to be allowable, you will have to pay not only your share of the allowable charge, but also any amount in excess. Participation is voluntary—a civilian source of care is not bound to accept every CHAMPUS beneficiary. Before you receive any care, make sure the provider participates in CHAMPUS.

CHAMPUS Outpatient Cost-Sharing

If you are on active duty and your dependent receives outpatient care, you pay the first $50 each fiscal year (a maximum deductible of $100 if two or more dependents are receiving benefits) plus all charges exceeding 80 percent of the CHAMPUS-determined allowable charge. For other beneficiaries (retirees, their dependents, etc.), CHAMPUS pays 75 percent of the allowable charge after the same deductible has been met.

CHAMPUS Inpatient Cost-Sharing

Dependents of active duty service members pay $5 a day or $25 for the entire hospital stay, whichever is greater. When there are less than 60 days between successive admissions, CHAMPUS considers it as one confinement in computing charges with two exceptions:

1. Successive inpatient admissions related to a single maternity episode are counted as one confinement, regardless of the number of days that elapse between admissions.

2. A maternity admission and an admission related to an injury are considered separate admissions and cost-shared accordingly.

When a professional (doctor, etc.) charges separately from the hospital, CHAMPUS pays all allowable professional fees. Beneficiaries other than



dependents of active duty members pay 25 percent of allowable professional fees and hospital charges.

CHAMPUS Maternity Cost-Sharing

A maternity care episode starts when a woman becomes pregnant and continues through the end of the sixth week after the birth of her child. Special maternity care cost-sharing provisions cover this period of time only. Thereafter, regular cost-sharing rules apply.

When an expectant mother plans to have her baby at a civilian hospital or similar facility, CHAMPUS will share the cost on an inpatient basis as long as she has obtained a nonavailability statement. Even if a mother plans home delivery and receives all care on an outpatient basis, CHAMPUS encourages her to obtain a nonavailability statement as soon as pregnancy is established, if she lives within 40 miles of a uniformed services hospital and maternity care is not available from that hospital. This will protect her from expenses connected with unforeseen inpatient maternity care since unexpected or early delivery, in itself, is not evidence of an emergency that would waive the nonavailability statement requirement. A nonavailability statement will be issued upon request to an expectant mother who lives between 30 and 40 miles of the service hospital regardless of whether or not maternity care is available at that hospital.



CHAMPUS Preauthorization

Before CHAMPUS will share the cost of certain services and supplies, prior approval from CHAMPUS must be obtained in writing before the care is received. This preauthorization protects you financially in those areas of CHAMPUS with program limitations.

All benefits under the program for the handicapped require preauthorization. Other areas that require preauthorization include cosmetic, reconstructive or plastic surgery; dental care; and, inpatient admission to a residential treatment center, special treatment facility or skilled nursing facility.

Unless otherwise indicated by the preauthorization letter, treatment must begin within 90 days; otherwise the letter is void. A new request is necessary for any authorized service or supply not obtained within the time limit.

CHAMPUS Double Coverage

Double coverage occurs when a beneficiary has coverage under another program or plan that duplicates CHAMPUS benefits.

Rules governing double coverage do not apply to Medicaid, privately purchased non-group coverage, or any coverage specifically designed to supplement CHAMPUS benefits.

When double coverage exists, the other program or plan must pay its benefits first. When the dependent of an active duty member is entitled to Medicare, that program's benefits must be used before CHAMPUS payment enters the picture. For other double coverage situations involving dependents or active duty members, CHAMPUS officials and representatives of the program or plan determine who has primary responsibility on a case-by-case basis.

CHAMPUS benefits are not available for services or supplies provided in connection with work-related illness or injury. In such cases, you must apply for benefits under applicable workmen's compensation laws.

Many Navy-oriented groups offer low cost insurance which pays the deductible and the patient's cost-share (based on CHAMPUS allowable charges). Your health benefits adviser can provide further information.

CHAMPUS Basic Program Benefits

In many aspects, the CHAMPUS basic program is similar to private medical insurance. Benefits fall into three categories.

1. Institutional benefits—services and supplies provided by hospitals or skilled nursing, residential treatment and certain special treatment facilities.

2. Professional benefits—services rendered by physicians, dentists, clinical psychologists, podiatrists, midwives and certain other paramedical providers.

3. Other benefits—ambulance service, prescription drugs and medicines, and durable medical equipment such as wheelchairs, etc.

Program for the Handicapped Benefits

The second part of CHAMPUS is a special program to assist active duty members with handicapped dependents who cannot obtain state-funded services because they did not meet residency requirements. Only seriously physically handicapped or moderately or severely retarded qualify for assistance. Dependents of active duty members and those receiving care in the program at the time of sponsor's death are eligible.

Before an individual receives benefits, he or she must meet certain general criteria. The condition must be expected to last for at least 12 months. Because of the condition, the impaired individual cannot engage in activities of daily living expected of individuals in the same age group.

CHAMPUS then determines whether the situation warrants participation in the program for the handicapped.

Benefits include diagnosis, rehabilitation, training, special education, institutional care, durable equipment and certain transportation.

CHAMPUS must approve all services and supplies before they are received (preauthorization) except for the repair of, or purchase of, replacement parts for durable equipment provided under the program when the cost is under $50.

Under the program for the handicapped, the beneficiary pays a portion of the costs of each month according to a sliding scale (ranges from $25 to $250) based on pay grade. CHAMPUS then pays its share up to a maximum of $350 per month for the first family member. The sponsor pays any additional amount. Additional members receiving handicapped program benefits come under special provisions and are cost-shared differently.

Health Benefits Advisers

Although CHAMPUS generally shares the cost for most medically necessary care, benefits are subject to definitions, conditions, limitations and exclusions. To aid you in understanding your entitlement under USHBP, most Navy and Marine Corps facilities maintain a health benefits adviser (HBA) on board.

An HBA, appointed by the commander of a uniformed services facility, serves as a point of contact in matters involving CHAMPUS or other state and federal medical programs. He or she can help you apply for CHAMPUS benefits and otherwise aid in relations with the Office of CHAMPUS (OCHAMPUS), Aurora, Colo. 80045 or CHAMPUS fiscal intermediaries (contractors that pay CHAMPUS claims). However, the HBA is not responsible for CHAMPUS policies and procedures and has no authority to make benefit determination or obligate government funds.

Filing a CHAMPUS Claim

The two basic categories for submitting claims under the basic program are institutional and non-institutional. Non-institutional claims (care from civilian providers such as physicians, pharmacies or ambulance companies) account for about 70 percent of all claims.

Because of errors, CHAMPUS returns three out of every 10 claims. This slows payment to you. CHAMPUS personnel cannot fill in items you omit; they mail the claim back to you for completion.

CHAMPUS Forms

For claims involving services or supplies provided by civilian hospitals or institutions, use DA Form 1863-1. Non-institutional services or supplies can be claimed on CHAMPUS Form 500 for outpatient care.

For DA Form 1863-1, fill out only Section I, the first 13 items. Many mistakes occur in item 5. A key point to remember in completing this section is that "effective date" means date of eligibility (shown in block 15b on the back of the dependent ID card), not date of identification card. Effective date for retirees is date of retirement.

For CHAMPUS Form 500, fill out the "Patient/Sponsor" section, items 1 through 18.

Block 14 of the CHAMPUS Form 500 requires other insurance information. The previously mentioned supplemental insurance should not be entered in this block. Supplemental insurance has no impact on your CHAMPUS coverage.

Block 18 of the CHAMPUS Form 500 requires a signature. For dependents 17 years of age or less, the sponsor or other responsible family member can sign. All patients 18 years of age or older, unless incapacitated, must sign the form. The signature block information is a major cause of rejection for CHAMPUS claims. A common error is made when the sponsor signs for his/her spouse.

If you received care from a participating provider, the provider completes and sends the form to the CHAMPUS fiscal intermediary that handles claims for that area. If you use a non-participating provider, the government sends its share of the charge directly to you after you submit a claim. Payment of the entire cost then becomes your responsibility.

When a non-participating provider is involved, fill out Section I, attach legible copies of itemized paid or unpaid bills or itemized receipts to the form, and mail it to the fiscal intermediary in the area where you received care.

Identify by name and dosage, drugs and injections dispensed or administered by providers. Bills or receipts for prescription drugs must show the name and address of pharmacy, prescription numbers, dates prescriptions were filled, drug name and strength, name of patient and amount charged.

After you meet your annual outpatient deductible ($50 per person or a family maximum of $100), CHAMPUS



issues a Deductible Certificate. Attach a copy of this certificate to all claims for outpatient care so CHAMPUS won't deduct that amount again. Also attach copies of other necessary documentation.

Submit all claims to the appropriate CHAMPUS fiscal intermediary no later than December 31 of the calendar year immediately following the calendar year in which care was received. For example, a claim during calendar year 1979 must be filed no later than Dec. 31, 1980.

Send claims for care under CHAMPUS basic program and program for the handicapped to the fiscal intermediary in the area where care was received. For preauthorization, send applications to Director, Benefit Services, OCHAMPUS, Aurora, Colo. 80045.

Send claims for dental care and preauthorization of dental care or related institutional services to Blue Shield of California, P.O. Box 85135, San Diego, Calif. 92138.

CHAMPUS Appeals and Hearings Procedures

You and certain providers of care are entitled to appeal CHAMPUS claim decisions. This administrative process does not replace a beneficiary's right to initiate legal action. However, a court rarely agrees to consider such a case until all other remedies have been exhausted.

Details on how to appeal a CHAMPUS claim decision may be obtained from the health benefits adviser at a service medical facility.

USHBP Dental Care

As an active duty member, you are entitled to a wide range of dental care. Under USHBP, uniformed services facilities offer these same services to retirees, but on a space-available basis.

Other eligible beneficiaries (same requirement as for medical care) are restricted in their access to dental care at uniformed services facilities. Normally, dependents receive routine dental care at overseas or designated U.S. location only, on a space available basis. When routine dental care is not available or authorized, dependents are limited to certain services:

- Emergency dental or oral care.
- Dental care deemed necessary as an adjunct to medical or surgical treatment of a disease, condition or injury.
- Preventive dentistry program including, in some cases, the flouridation of water.
- Consultation, examination and diagnosis only when they are an integral part of authorized dental care.

CHAMPUS Dental Care

As such, CHAMPUS *does not* provide dental care benefits. Under very limited circumstances, CHAMPUS covers dental care when it is adjunctive to otherwise covered medical treatment. An example of adjunctive dental care is the removal of teeth or tooth fragments to treat facial trauma resulting from an accident. CHAMPUS requires preauthorization for any adjunctive dental care except when such care involves a medical (not dental) emergency that can be documented.

Where to send CHAMPUS claims for care received in a given state/area
(Number in brackets refers to fiscal intermediary, listed below, serving that state/area.)

Alabama (7)
Alaska (3)
Arizona (5) Box 85019
Arkansas (10) Box 7938
California (5) Box 85020
Colorado (7)
Connecticut (5) Box 85117
Delaware (9)
Dist. of Col. (2)
Florida (5) Box 85022
Georgia (7)
Hawaii (6)
Idaho (3)
Illinois (10) Box 7952
Indiana (2)
Iowa (10) Box 7956
Kansas (10) Box 7934
Kentucky (2)
Louisiana (7)
Maine (5) Box 85117
Maryland (9)
Massachusetts (5) Box 85117
Michigan (5) Box 85116
Minnesota (10) Box 7959
Mississippi (7)
Missouri (10) Box 7939
Montana (3)
Nebraska (7)
Nevada (5) Box 85023
New Hampshire (5) Box 85117
New Jersey (1)
New Mexico (5) Box 85021
New York (1)
North Carolina (2)
North Dakota (10) Box 7961
Ohio (7)
Oklahoma (10) Box 7936
Oregon (3)
Pennsylvania (9)
Rhode Island (1)
South Carolina (2)
South Dakota (10) Box 7962
Tennessee (4)
Texas (7)
Utah (3)
Vermont (5) Box 85117
Virginia (2)
Washington (3)
West Virginia (7)
Wisconsin (10) Box 7953
Wyoming (3)
Canada, Mexico, Central and South America (7)
Europe, Africa and Middle East (8)
Pacific Area (including China and Thailand) (6)
Puerto Rico (5) Box 85022
Dental and Christian Science claims (all states/areas) (5) Box 85035

Fiscal Intermediaries that Pay CHAMPUS Claims

(1) Blue Cross of Rhode Island
One Weybosset Hill
Providence, R.I. 02903

(2) Blue Cross of Southwestern Va.
P.O. Box 13828
Roanoke, Va. 24034

(3) Blue Cross of Washington/Alaska
P.O. Box 77084
Seattle, Wash. 98177

(4) Blue Cross/Blue Shield of Tenn.
801 Pine Street
Chattanooga, Tenn. 37402

(5) Blue Shield of California
use Box No. for your state
San Diego, Calif. 92138

(6) Hawaii Medical Service Assn.
P.O. Box 860
Honolulu, Hawaii 96808

(7) Mutual of Omaha Insurance Co.
3301 Dodge Street
Omaha, Neb. 68131

(8) OCHAMPUSEUR
144 Karlsruherstr.
6900 Heidelberg, FRB
or APO NY 09102

(9) Pennsylvania Blue Shield
P.O. Box 65
Camp Hill, Pa. 17011

(10) Wisconsin Physicians Service
P.O. Box 7939 (professional claims).
For institutional claims,
use Box No. for your state
Madison, Wis. 53707

Table 11. Medical Benefits For The Navy Family

PATIENTS	Uniformed Services Facilities	Civilian Health and Medical Program of the Uniformed Services (CHAMPUS)		
	Hospitalization/ Outpatient	Basic Program		Program for the Handicapped
		Hospitalization	Outpatient	
Spouse or child of active duty member	On a space-available basis	Eligible, but may need nonavailability statement	Eligible	Eligible
Retired member Spouse or child of retired member Surviving spouse or child of deceased active duty or retired member	On a space-available basis	Eligible unless entitled to Medicare (Part A). Also, may need nonavailability statement	Eligible unless entitled to Medicare (Part A).	Not eligible
Dependent Parent or parent-in-law of active duty, retired, or deceased member	On a space-available basis	Not eligible	Not eligible	Not eligible

COSTS	Hospitalization	Outpatient	Hospitalization	Outpatient	Program for the Handicapped
Spouse or child of active duty member	$5.00 per day (rate reviewed annually)	No charge	$5.00 per day or $25, whichever is greater (rate reviewed annually)	20% of allowable charges above the deductible (first $50 each fiscal year—$100 maximum per family)	Patient's share per month depends on paygrade of sponsor—$25 for E-1 to $250 for O-10. CHAMPUS pays remainder up to $350 per mo.
Retired: Enlisted Officer Spouse or child of retired or deceased member	No charge Subsistence $5.00 per day (rate reviewed annually)	No charge No charge No charge	25% of the allowable medical facility charges and allowable professional fee	25% of allowable charges above the deductible (first $50 each fiscal year—$100 maximum per family)	Not eligible
Dependent parent or parent-in-law of active duty, retired, or deceased member	$5.00 per day (rate reviewed annually)	No charge	Not eligible	Not eligible	Not eligible



PCS Transfers and Housing

In the Navy, transfers are inevitable. However, just knowing the transfer will come won't make it any easier. What will make it easier is knowing what information you need, where to get the info and what the Navy's policy is regarding PCS moves and housing.

This chapter discusses those specific topics. It gives you tips on renting, signing a lease, buying a home, and borrowing mortgage money. It also lists Navy Lodges you can use when you're involved in a PCS move.

The help you get in moving, plus all the legal advice (free), is a significant part of the Navy family's total benefit package.

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Moving Your Household Goods

Executing permanent change of station (PCS) orders and finding affordable housing at your new duty station can be one of the most complex and disruptive times in your Navy life—but it doesn't have to be.

There are a number of things you should know, steps you should take and responsibilities you should be aware of to guarantee a smooth and trouble-free transition to your new duty station. Let's begin with the move.

Moving people and their household goods is a complex business. It involves the knowledge of contracts with commercial carriers, varying entitlements, regulations and charges. Therefore, the first and most important step to take when arranging your household goods' shipment is, go to the expert—your command's Personal Property Transportation Officer (PPTO)—for the facts.

Each branch of the armed forces operates Personal Property Transportation Offices—in some cases they might be jointly staffed offices. Regardless of which branch serves you, you will have experts working for you.

Upon receipt of orders, immediately make an appointment with the PPTO. The more time you give yourself and the PPTO to arrange your move, the smoother it will go. Waiting until the last few days before departure may prevent moving on the date of your choice. This is particularly true during the summer months, when most moves—civilian as well as military—take place.

Time Limits

It's especially important to remember that personnel assigned to overseas duty stations, and those retiring or being released from active duty, may have different options open to them and, therefore, should consult the nearest PPTO for details.

Since moving affects the entire family, both you and your spouse should attend the interview with the PPTO. This is especially true when the member with orders must leave for a new duty station before dependents can be moved. In addition, when it comes to asking questions, two heads are better than one.

You must bring to the interview at least seven copies of your orders for each shipment you intend to make. For example, if you plan to ship household goods and unaccompanied baggage, you will need at least 14 copies of your orders. If required for an overseas area, also bring your entry approval or delayed entry approval.

If you cannot personally visit the PPTO, your spouse or someone else can act as your agent. As such, your agent must have written permission from you to act in your behalf in arranging shipment of your personal property. A power of attorney is the preferred document.

When you arrive at the PPTO, you will be interviewed by a personal property counselor and be required to fill out the appropriate forms. The forms pertaining to shipment and storage of your personal property are very important. If filled out incorrectly, your shipment could be delayed.

During the interview, you will select a packing and pickup date, and a required delivery date at destination; you'll be given a copy of each document prepared during the interview, and you'll be afforded ample time to ask questions. If you know the answers *before* your move is made, chances are, no unpleasant or costly surprises will be waiting at your new duty station. Therefore, you

should discuss the following topics.

What Can I Ship?

You can ship items considered to be household goods. They include furniture and furnishings or equipment, clothing, unaccompanied baggage, personal effects, professional books, papers and equipment and all other personal property associated with your home and yourself.

You can also include *small* spare parts for your privately-owned vehicle—extra tires and rims, tire chains, tools, battery chargers, accessories and the like.

Certain items such as live plants, perishable foods, alcoholic beverages, aerosol cans, flammables and acids are *not authorized as personal property* for shipment. Your personal property counselor will provide you with a complete list of unauthorized items.

Are There Weight Limitations?

Two factors govern the weight allowance of household goods and personal property you can ship at government expense: your paygrade and the location of your new duty station. Some items—professional books, papers and equipment which you use on the job—are not counted as part of your personal property weight allowance. However, you must separate these items so that the movers can weigh, pack and mark them individually to preclude their being charged against your authorized allowance.

Items which are required by you and your family right up to moving day, and needed immediately upon arrival at your destination are considered unaccompanied baggage.

In general, the following kinds of items may be included: clothing, linens, dishes, cooking utensils and articles needed for the care and comfort of an infant; small radios and tape recorders, portable sewing machines, portable phonographs and similar items; other articles necessary for your family's health and comfort; and professional books, papers and equipment urgently needed in the performance of your official duties.

Remember, however, that although these items may be packed and shipped separately from your household goods' shipment, with the exception of professional equipment, they are still charged against your total prescribed weight allowance. (See Table 12.)



Number of Shipments

The personal property counselor will explain the number of shipments and place or places you are entitled to ship from and to after reviewing your orders. Normally, you can make a shipment of your household goods and, particularly in the case of overseas transfers, an unaccompanied baggage shipment.

Storage of Property

The government will pay for two types of storage—temporary and non-temporary storage.

Temporary storage up to 90 days is authorized in connection with a shipment of PCS weight allowance of household goods. An additional 90 days may be granted, providing it is properly requested and justified. In no case can temporary storage exceed 180 days.

Non-temporary storage is generally for a longer period of time and is usually authorized only with certain types of orders. Your counselor will tell you if you're entitled to this type of storage.

Shipment of Cars

The government assumes the expense of shipping your personal vehicle from a port near your old duty station to a port near your new duty station in connection with overseas orders or home port changes.

Some overseas locations have entry requirements on vehicles. Check with your PPTO for details.

After your interview, the PPTO will make all the arrangements with the moving company to pack, load and move your property. But your job doesn't end with the interview—it's important that you know both your own and the carrier's responsibilities in handling and moving your property.

Table 12. Net Weight Allowances (Pounds)

Rank or Rate	Temporary change of station weight allowance	Permanent change of station weight allowance
Admiral	2,000	13,500
Vice admiral	1,500	13,500
Rear admiral (upper half)	1,000	13,500
Rear admiral (lower half) and commodore	1,000	13,500
Captain	800	13,500
Commander	800	13,000
Lieutenant commander and warrant officer (W-4 paygrade)	800	12,000
Lieutenant and warrant officer (W-3)	600	11,000
Lieutenant (junior grade) and warrant officer (W-2)	600	10,000
Ensign, officer graduate of USNA, officer graduate of the Coast Guard Academy and warrant officer (W-1)	600	9,500
Enlisted personnel:		
E-9	600	9,500
E-8	500	9,000
E-7	400	8,500
E-6	400	8,000
E-5	400	7,000
E-4 (with over 2 years' service)	400	7,000
E-4, E-3, E-2 and E-1 with 2 years' service or less	225	1,500*
USNA midshipman	225	225
Aviation cadet	400	400

*Overseas only.

You and the Packers

Dismantle TV antennas and outdoor play equipment such as swing sets; disconnect and remove window air conditioners; disconnect all major appliances; dispose of perishable foodstuffs, opened food containers which might spill or spoil, and worn-out or no-longer-wanted articles (this includes, of course, emptying, defrosting and cleaning your refrigerator and freezer); segregate high-value or easily pilferable articles you intend to carry with you, or those to be inventoried and packed separately, and remove all pictures and mirrors from the walls.

Once again, your PPTO will provide you with a specific list of your responsibilities during the packing, inventory and loading process. Some important things to remember are:

- Do not pack anything yourself, unless you are willing to assume the responsibility for any damage that may result from an improper packing job.
- Don't sign the inventory or any other document not completely filled in. Verify the number of cartons the carrier claims to have used, and verify that all stated services have been performed.
- Never argue with the packers or movers; call the PPTO. As the government's representative, the PPTO has the expertise and the legal authority to examine and, usually, solve any problems that may arise during the move.

The Carrier's Responsibilities

The carrier's responsibilities are spelled out in the signed contract. Therefore, it is to both your own and the government's advantage to see that each duty is fully carried out. Since the list is long and specific, be sure to obtain a copy from the PPTO.

After the move, if it was made within the continental United States, fill out the form evaluating the carrier's performance (MT Form 235). Within 10 days of completing the move, you should return the form to the destination PPTO. This form grades the performance and is used in awarding future government

moving contracts to that carrier.

Each move is different and you will undoubtedly have other specific questions about your shipment. Chances are good that your personal property counselor will answer questions you never thought to ask.

Moving is a specialized—and costly—business. That's why each of the military services has hired and trained experts in the field. That's also why you should turn to those experts for help in making a successful move.

Do It Yourself

What if you just can't bring yourself to turn your belongings over to strangers? You do have an alternative to a commercial move—the Do-It-Yourself (DITY) program.

Still considered in its infancy, the DITY program (pioneered by the Navy in 1971) is beginning to show marked usage as more officers and enlisted personnel become aware of the monetary and personal benefits of the program.

In the fiscal year that ended Sept. 30, 1978, more than 6,700 officers and enlisted members made DITY moves and earned average incentive pays of $167. At the same time, the Navy saved an estimated $136 per move.

The personal benefits of the program combine favorably for both the member and the Navy. These include:

- Simultaneous arrival of a member's property and family at the new duty station.
- Because the member is handling his own goods, damage is sharply reduced. This helps reduce the Navy's annual $2 million bill for damage claims on shipments moved commercially.
- A DITY move can be made in conjunction with a regular commercial move, in many instances, to accommodate an individual's particular needs. For example, if you have valuable antiques, you might want to move the regular goods commercially, but handle the antiques by yourself.

Because a member drives to a new duty station in a rental truck does not mean that travel allowances are forfeited. Dependents, although they ride to the new duty station in the truck, are still authorized a mileage allowance.

Your PPTO will assist you in determining what size rental truck you need, arrange for packing material and obtain an advance from the contractor for gas, oil and tolls.

For more information, talk to your PPTO.



Shipping a Mobile Home

You're entitled to an allowance—limited to 74 cents per mile—to have your mobile home moved from one duty station to another within the continental United States. Your PPTO will make arrangements to have your mobile home moved on a government bill of lading. The carrier bills the government and the service member pays the difference. In the case of a mobile home, that difference can be very expensive.

For example, if you have a 12-foot by 60-foot mobile home and have it moved from Arlington, Va., to Long Beach, Calif., (about 2,600 miles) you'd be allowed $1,924 (74 cents per mile). But your actual cost is likely to be over $3,500—and that will not include the cost of unblocking and reblocking your home, disconnecting and connecting utilities, packing and locating contents in preparation for the move, or unpacking at the destination. This $3,500 obviously would vary according to the number of charges required for flagging and escort services, tire changes, etc.

If you do not contact the PPTO or elect not to use the arrangements available through the PPTO to move a mobile home, the Joint Travel Regulations prescribe payment of 11 cents per mile.

If the PPTO cannot obtain commercial services, you will be provided a certificate allowing you to make arrangements to have the mobile home moved. In this case, you must then submit a claim supported by the PPTO's certificate to collect the 74 cents per mile allowance.

If you claim the 74 cents per mile allowance to have your mobile home moved, you forfeit your right to a dislocation allowance and usually to a separate shipment of household goods.

If you don't have a lot on which to set up your mobile home when you arrive at your new location, you'll have to store it—and you'll have to pay for the storage. Unlike a regular household goods' shipment, the government will not bear the expense of storing a mobile home.

Housing for Navy People Everywhere

Housing has always been a primary concern of Navy people regardless of duty assignment. The Navy has always placed great emphasis on the welfare of its people and is doing everything possible to improve housing conditions as budgetary constraints permit. In fact, the principal objective of the Department of Defense military housing program is to ensure that all military personnel and their dependents have adequate quarters. To do this, members are provided with either a basic allowance for quarters (BAQ) or assigned to adequate government housing.

Basic policy is to rely on the local civilian housing market in communities near military installations as the primary source of family housing. New construction is programmed for eligible (E-4 and above with over two years' service) military personnel only when community support is limited or inadequate due to cost, distance or quality.

At the beginning of each year, certain military installations conduct surveys to determine whether a local community's housing market can meet the Navy's needs. All existing military housing units, units under construction, and approved construction programs are iisted. The rental assets in the area are then evaluated for suitability.

Several criteria are used to evaluate the rental units before they are determined suitable and usable by military members. First, a unit must be within one hour's driving time of the base during rush-hour periods. Second, the unit must be in good condition—it has to be a complete dwelling with a private entrance, private bath and private kitchen. Third, and possibly most important, it must be affordable.

If a unit passes all three tests, it is added to the total of military housing units—all such units add up to the grand total of units available for use by military families in any particular area. This grand total is then compared with the number of military families in the area to ascertain if the total units available are sufficient to house at least 90 percent of the eligible military families expected



to be in the area within the planning cycle (generally five years). If there are not enough units, there is justification to request additional construction to be programmed by DOD. If DOD determines that the survey results are accurate and the Navy's conclusions are valid, then the Navy housing request will be incorporated into the overall Family Housing Construction program and presented to Congress.

The normal span for identification of a housing need, congressional approval of construction, and actual construction is three to five years.

Public Quarters

As popular as living in the civilian community is, base housing still is the choice of many as evidenced by long waiting lists. There are several reasons for this: perceived savings (residential heating costs, gas and fuel oil are constantly increasing); convenience to commissaries, exchanges and maintenance facilities; and commonality with neighbors.

Public quarters fall into three categories—*adequate public quarters, inadequate public quarters* and *transient family accommodations.*

The Navy currently manages about 67,000 adequate public quarters which are available to service members in lieu of BAQ. These quarters are normally unfurnished with the exception of a stove and refrigerator, and all the utilities—except the telephone—are paid by DOD.

To give everyone equal treatment in the assignment of these quarters, the Chief of Naval Operations (CNO) has established the following guidelines:

- Control of housing assignments is centralized whenever possible.
- All eligible Navy personnel with accompanying dependents, whether assigned afloat or ashore, are given equal opportunity to obtain housing.
- Every effort is made to allow each member to assess accurately the chances of being assigned to military family housing at some time during his or her tour.
- There is no discrimination because of race, color, creed, national origin or sex.
- No more than 25 percent of the public quarters at any installation may be designated for officers without the specific approval of the CNO.
- Assignment shall be made to units with specific numbers of bedrooms based on family composition only for personnel O-3 and junior.

Navy families are usually assigned to military family housing which was built for those in the breadwinner's paygrade. Sometimes, however, local conditions permit assignment of a family to housing normally designated for sponsors one grade senior or junior.

Adequate public quarters are classified as:

- Enlisted quarters.
- Junior officer quarters (O-3 and junior).
- Field grade officer quarters (O-4 and O-5).
- Senior officer quarters (O-6).
- Flag quarters.

Housing eligibility is limited to E-4 and above with more than two years' active service. However, adequate quarters may be assigned to Navy families whose sponsor is in lower grades *only* if the housing requirement of all eligible personnel in the area and families of eligible personnel on unaccompanied tours elsewhere have been satisfied.

Exceptions may be authorized when severe hardship is involved, or when it is otherwise considered to be in the best interest of the government.

The Navy manages approximately 6,000 inadequate public quarters (IPQ) which are available to all Navy members, regardless of rank or rate, on a first-come, first-served basis.

These units are similar to adequate public quarters except that they have been declared inadequate, normally because of floor space limitations. Members assigned to IPQs pay a set percentage of their BAQ, up to 100 percent, as necessary, to allow the quarters to be operated on an essentially break-even basis.

The quarters are retained only as long as they can be maintained in a safe and sanitary condition. Members residing in IPQs may remain on waiting lists for adequate public quarters.

Transient Family Accommodations

Transient Family Accommodations (TFA) are inadequate public quarters which have been removed from the family housing inventory and are for use by accompanied personnel of all grades assigned to ships undergoing overhaul or repair.

Naval shore installations authorized to operate TFA and the number of units at each are Norfolk Naval Shipyard (73), Puget Sound Naval Shipyard (347), Naval Support Activity, Mare Island (240), and Naval Support Activity, Los Angeles (142).

The units are furnished and offered at minimum rental rates as approved by the Commander, Naval Military Personnel Command. Personnel taking advantage of TFA may still draw basic allowance for quarters (BAQ) or retain government housing at the regular home port.

Unaccompanied Personnel Housing

At all levels of the Navy chain of command, continuing emphasis is placed on the improvement of housing ashore. Every man and woman reporting to a naval shore installation for duty is interested in obtaining an attractive, comfortable place to live. The Navy makes unaccompanied personnel housing (UPH, formerly known as bachelor quarters) as desirable as possible.

There are two ways in which the Navy satisfies the housing needs for its personnel without dependents and transients. Unaccompanied personnel housing has been constructed at 210 installations throughout the world. When adequate housing for unaccompanied personnel is not available, service members are normally eligible for compensation, either basic allowance for quarters (BAQ) or per diem. Permanent party members are entitled to BAQ, and transients are entitled to the quarters portion of per diem.

Navy installation commanders plan the utilization of on-base UPH so that housing requirements of each group listed below are fulfilled in order. This ensures that service members with a greater need for Navy UPH are accommodated on base. Of course, in areas with housing shortages, all eligible groups cannot always be accommodated. To provide adequate housing for as many residents as possible, the following UPH assignment priorities have been established:

• First priority: Personnel serving in billets that require they live aboard to ensure accomplishment of the activity's mission, for contingency operations, to meet a training requirement, or for the maintenance of a disciplined force. They will be housed in adequate accommodations before any others.

• Second priority: Includes crew members (without dependents) of one-crew submarines, ships less than 1,000 tons gross displacement, afloat staff not aboard ship, and crew members (without dependents or with dependents but unaccompanied) of any ship made uninhabitable by overhaul, repair, decommissioning, etc.

• Third priority: Permanent party personnel who want to live in Navy UPH, including those without dependents and those who are legally separated or divorced, students without dependents on permanent change of station orders, and service members on PCS orders in CONUS or overseas who are not entitled to travel of dependents or are not eligible for military family housing. Priority will be accorded first to E-4 and junior.

• Fourth priority: Personnel assigned to temporary duty without entitlement to per diem, including those in the training pipeline whose orders do not specify a permanent duty station. This category does not include military on "no cost" TAD orders.

• Fifth priority: Covers permanent party personnel "on duty under instruction" who are eligible for military family housing in CONUS or Hawaii who, by choice, are not accompanied by dependents, and their tours are not planned to exceed 33 weeks in length.

• Sixth priority: Includes temporary duty/transient personnel who are normally entitled to per diem and military personnel on "no cost" TAD orders.

• Seventh priority: Includes permanent party without dependents who do not wish to be assigned to UPH, preferring to live off base and draw BAQ. This priority is necessary to avoid wasting taxpayers' money by building and maintaining empty UPHs and paying BAQ at the same time.

• Eighth priority: Consists of service members with eligibility for family housing in CONUS or Hawaii who, by their own choice, are unaccompanied by dependents and who are not included in the fifth priority category. This includes Navy members initially reporting on PCS orders who are in the process of arranging housing for their dependents.

• Ninth priority: When adequate housing is available after all personnel in the preceding priority categories have been assigned, the following groups may be assigned to UPH on a space available basis: service members on leave and retired service members.

Once assignment to housing for unaccompanied personnel has been made, or a reservation for personnel in any of the first eight priority categories has been confirmed, the accommodations are committed. Normally, no resident will be directed to involuntarily vacate housing in favor of a resident in a higher priority category, except when directed by the installation commander for reasons of military necessity.

For each paygrade, DOD has specified what is to be considered adequate housing for involuntary assignment. Residents should receive no less than what is specified when they are mandatorily assigned to UPH, except in cases of military necessity. At some commands with housing shortages, housing may be fully assigned to residents in higher priority categories. When there are no adequate UPH available for assignment, Navy members may volunteer to live in inadequate UPH. (See Table 13.)

At certain locations rapidly rising civilian housing cost and shortages of UPH on base combine to make adequate housing unavailable. It may be necessary for installation commanders to take steps to provide the best housing for the greatest number of service members. These steps include close monitoring of empty beds and may include requests to higher authority to temporarily lower minimum standards of adequacy for transients.

Buildings are not all that is required to create a decent place to live. Throughout the Navy, actions are being taken to make unaccompanied personnel housing more livable:

• The management of UPH has been designated for personnel in the mess management specialist (MS) rating. As more trained MSs are assigned to UPH management, Navy housing will become

Table 13.
Minimum standards of adequacy for involuntary assigment of permanent party personnel and PCS students.

GRADE	MINIMUM STANDARDS
O-3 and above	400 sq. feet, net living area. Living room, bedroom, private bath, access to kitchen or officers dining facility receiving appropriated funds.
W-1—O-2	250 sq. feet, net living area. Combination sleeping/living room with private bath.
E-7—E-9	200 sq. feet, net living area. Private room with private bath.
E-5—E-6	90 sq. feet, net living area. Room with no more than two people and central head facilities.
E-1—E-4, except E-1 recruits and trainees	90 sq. feet, net living area. Room with not more than four people and central head facilities.
E-1 recruits and trainees	72 sq. feet, net living area. Open bay and central head facilities.

Minimum standards of adequacy for involuntary assignment of temporary duty and transient personnel.

GRADE	MINIMUM STANDARDS
All officers and warrant officers	250 sq. feet, net living area. Private room with bath shared by no more than one other.
E-7—E-9	100 sq. feet, net living area. Private room with central head facilities.
E-5—E-6	90 sq. feet, net living area. Room with not more than four people and central head facilities.
E-1—E-4, except E-1 recruits and trainees	90 sq. feet, net living area. Open bay (minimum) and central head facilities.
E-1 recruits and trainees	72 sq. feet, net living area. Open bay and central head facilities.

more professionally managed.

• To fulfill training requirements and improve the management techniques of UPH managers, a formal training course in UPH management is offered at NATTC Memphis, Tenn. Also, a team of highly-trained senior MSs is available to provide on-site management review and training to all commands which have UPH operations.

• Commanding officers are ensuring that UPH for unaccompanied members are well managed. They have implemented local procedures to get senior command personnel concerned about the welfare of residents and involved in the UPH operations.

Additional information concerning your entitlement to adequate UPH may be obtained from the housing officer at your command.

Civilian Market Housing

In addition to providing base housing and housing allowances, the Navy also helps members find a place to live.

When you receive PCS orders, an item is included which directs you to report to the Housing Referral Office (HRO) at your new duty station. The HRO can ease the trauma that is sometimes associated with moving to a new city. Among the services offered by the HRO to help newcomers are:

• Maintaining rental and sales listings for all housing within commuting distance of the installation.

• Assisting in determining the vacancy/availability of specific units before the service member leaves the office.

• Investigating any and all complaints of discrimination.

• Maintaining a listing of all landlords/housing complexes practicing discrimination.

• Acting as a mediator in service tenant/landlord disputes when requested.

The HRO, available to *all* Navy members, can save you time and money and cut down on some of the inconvenience of relocation.

Renting

When you choose to live in the community, the rent you pay—in spite of your BAQ—will represent a sizable portion of your income. Therefore, you should be aware of some of the legal and financial obligations.

When you've found the place you want, you may be asked to sign an *application for a lease* and to pay a deposit. This document isn't the actual lease. So before you sign it, make sure it includes this point: the money you've deposited to hold the unit will be refunded if the unit does not become available within a stated time limit. Make sure you get a receipt and a copy of the application.

Before you move in, you may be asked to pay a security deposit which is usually equal to one month's rent. The deposit is to cover the cost of any repairs you may be responsible for when you vacate. If you keep your apartment or house in good shape so that no repairs are necessary, your deposit should be returned. Be sure to keep the receipt for your security deposit or, if you pay by check, be sure to note on the face of the check, *security deposit.*

The lease itself is a contract which defines the rights and obligations of both the landlord and tenant. When you sign a lease, you are legally bound to observe its terms. Don't take the rental agent's word that it is just a standard form and that everybody signs it. Read it over, make sure you understand it, and consult your Legal Assistance Officer before signing. Military personnel have special problems and leases should be drawn to protect their interests as well as those of the landlord.

Every military tenant should insist that a *military clause* be included in the lease. The clause generally states that, subject to the payment of a specified amount, the tenant can terminate the lease. It provides the military tenant a way to end a lease prematurely for reasons connected with military service. There is no standard military clause. The wording is a matter for negotiation between you and your prospective landlord.

Most leases are for 12 months. But if you can't stay for the entire term, you may exercise the military clause. However, you probably will have to forfeit a certain amount of money called liquidated damages. This compensates the landlord, to some extent, for the sudden break in tenancy.

If you stay for less than six months of a 12-month term, it is not out of line for you to pay an extra month's rent. If you terminate the lease any time after six months, it's not unreasonable for the landlord to demand half a month's rent. In any case, whatever payments you would owe for early termination should be spelled out in the lease.

Laws and customs regarding the landlord-tenant relationship may vary widely from state to state. In some communities they are rather informal. In larger communities the legal arrangements are detailed and precise.

Before you sign any lease, however, you should consult your Legal Assistance Officer or your Housing Referral Officer.

Buying

Since buying a home requires a considerable outlay of money, you probably suspect that there is an advantage to buying rather than renting. In some cases, there is. Those who pay rent receive nothing but the use of the premises they occupy. Those who buy, however, have a portion of their monthly payment applied to equity. Each time a payment is made, a little more of the

loan is paid off until you own a considerable chunk.

The part of your monthly payment which is not applied to equity is applied to the payment of interest on the loan and sometimes to taxes and insurance, if they are included in the payment. The portion of the payment which is applied to interest can be claimed on your income tax return to reduce your taxable income. If you itemize your deductions, you may save money in this way.

Mortgages

If you decide to buy a home, the chances are you won't have enough money to pay cash, so you must borrow. Loans on homes require a mortgage or deed of trust.

Savings banks, savings and loan associations, life insurance companies and mortgage companies all specialize in lending money for the purchase of real estate. The amount these organizations are willing to lend will depend on the locality, the current interest rate on mortgage loans, the appraised value of the property you want to buy and your ability to repay the loan.

Existing mortgages fall into three general categories: conventional mortgage loans, mortgage loans guaranteed by the Federal Housing Administration (FHA) and mortgage loans guaranteed by the Veterans Administration (VA).

Anyone is eligible to apply for a conventional or FHA mortgage loan. For those who have the down payment and financial standing, the conventional mortgage loan is usually the easiest to place.

The reason is that since the lender takes the full risk that accompanies any kind of loan transaction, he charges the highest legal interest that the market will support; his credit examination of the borrower is likely to be stricter than in the case of FHA and VA loans; and, because he has more flexibility in raising his interest rates to meet the current market level, the lender is more likely to accept a conventional mortgage in times of high interest rates than he is to accept an FHA or a VA mortgage on which the interest is limited.

FHA mortgages differ from conventional mortgages in two ways. First, the lender is insured by the Federal Housing Administration against losing money on the loan. Second, interest rates, the percentage of the appraised value that can be lent and other terms of the mortgage loan, including prepayment provisions, are much more closely regulated by federal law.

The Veterans Administration has been *guaranteeing* home loans for veterans and service members for more than 35 years. During the same period, VA has co-signed more than 10 million mortgages totaling more than $174 billion.

A *guarantee* is simply that amount for which VA co-signs on your mortgage. If, for example, VA guaranteed $17,500 of a $37,000 mortgage on a home, and the borrower later defaulted causing the lender to foreclose, Uncle Sam would have to pay the guaranteed portion of the loan and subsequently bill the borrower for VA's net loss after the home was resold. (VA usually assumes the entire note and resells the home itself. Occasionally, a purchaser can get a bargain by checking VA listings first when searching for a home.)

The readily apparent benefit of the guarantee program is that it meets the requirement for investment protection demanded by commercial lending institutions through substantial down payments. Because VA-guaranteed loans require no down payments (because VA affords the lender protection), it's easier for young couples and those who have been unable to save enough for a conventional mortgage loan to purchase their first home through the VA.

Other advantages are that the VA:

- Inspects homes and requires sellers



to meet minimum quality standards, thereby ensuring that VA purchasers get value for their home-buying dollars.

• Is ready to work with purchasers who find themselves in temporary financial straits after purchasing a home. Often the administration acts as a liaison between the service member and the lender to prevent foreclosure and effect a mutually acceptable agreement temporarily lessening payments.

• Polices builders to ensure they follow building codes.

• Continually works with lenders, encouraging them to lend to service members and veterans under the guarantee program.

• Works closely with potential purchasers to ensure they are aware of hidden costs in home ownership and they are not buying a home which they may outgrow.

The maximum guarantee for VA-backed home loans is $25,000 or 60 percent of the loan amount, whichever is less. Certain severely disabled veterans may obtain a grant of up to $30,000 to buy or adapt a residence to meet their special needs. In addition, the VA can guarantee loans for energy-related home improvements, including installation of solar heating and cooling systems and loans for condominium conversions.

Housing prices have risen so rapidly during the past years that many Navy members have been priced out of the home-buying market. For some, an alternative to buying traditional housing or a condominium is purchasing a mobile home.

The maximum loan amount for which a VA-guaranteed mobile home loan can be made for a new unit, for a used unit or a lot upon which to place a mobile home is limited to the reasonable value of the unit or lot as determined by the VA. The loan maximum for the preparation of an undeveloped lot is limited to an amount determined by the VA to be appropriate to cover such cost.

Allowable repayment periods vary according to factors such as whether the home is double or single-width. The loan may be used to purchase either:

• A mobile home unit, double or single width.

• A land lot for an already-owned mobile home.

• A mobile home unit and lot for installation.

• Or, for preparation of a lot on which a mobile home will be installed.

Eligibility for a VA-guaranteed loan requires that you either be on active duty or a veteran, and qualify under the following guidelines:

• Served on active duty for a period of 90 days or more, any part of which occurred between Sept. 16, 1940 and July 25, 1947, between June 27, 1950 and Jan. 31, 1955 or between Aug. 5, 1964 and May 7, 1975; or 181 days or more of continuous active service, all of which occurred after July 25, 1947 and prior to June 27, 1950 or any part of which occurred after Jan. 31, 1955 prior to Aug. 5, 1964 or after May 7, 1975. Such service must have been under conditions other than dishonorable or you must have been discharged or released from such service because of a service-connected disability.

• Unmarried surviving spouses of members who served on or after Sept. 16, 1940 are eligible if the member died as a result of a service-connected disability.

Another requirement states that if a veteran or service member has previously used a VA guarantee, that loan must have been paid in full or assumed by another VA purchaser before the member is eligible for a second guarantee loan.

There are more than 30 million veterans, not including active duty members, living in the United States. Many of them are eligible for the VA home guarantee program. If you are one, or are an interested active duty member seeking to enter the housing market, contact the nearest VA office, commercial lending institution or a service representative of any national veterans' organization for more information and applications.

Buying a home is an important step in your life and unless you're an old hand at real estate transactions, obtain legal advice from your Legal Assistance Office or a civilian attorney.

Navy Lodges

There are more than 1,000 Navy Lodge units at 38 locations in the United States and overseas. Navy Lodges, although varied in size, offer motel-type facilities at $10-$25 per night for the entire family. Most lodges offer limited maid service, coin-operated washers and dryers, assorted vending machines, telephones, kitchenettes, air conditioning, color television and one-day laundry and dry cleaning services.

In addition, since most lodges are on or near naval bases, facilities such as the Navy Exchange, commissary store, recreation activities, and clubs are readily accessible.

Although the main function of the Navy Lodge is to provide accommodations for Navy families on PCS moves, other authorized military personnel may use lodges on a space-available basis. They include:

• Other active duty personnel and their dependents.

• Retired military personnel and their dependents.

• DOD civilian employees assigned to overseas areas for duty purposes.

• Official guests and visitors of the command.

• Visiting relatives and guests of assigned military members at overseas areas and NAS Lemoore.

PCS reservations can be made as early as 90 days in advance of the date that lodging is desired. When accommodations are not available, a standby reservation will be taken and if accommodations become available, the PCS standby reservations will be confirmed in the order in which they were received.

Several Naval Regional Medical Centers have lodges to provide accommodations for authorized members of the immediate family of hospitalized patients. Other authorized personnel may use facilities if space is available and higher priorities have been satisfied.

The activities supporting Navy Lodges, the number of available units and daily rates of each are shown in Table 14.

Table 14. Navy Lodges Worldwide

LOCATIONS	UNITS	DAILY RATES
ADAK, AK. (Navy Lodge, Naval Station FPO Seattle, WA 98791, Phone: 907-579-8076)	16	$14
ALAMEDA, CA. (Navy Lodge, NAS Alameda, CA 94501. Phone: 415-869-3206)	70	$18
BETHESDA, MD (Navy Lodge, National Naval Medical Center, Bethesda, MD 20014. Phone: 301-654-1795)	22	$17
BRUNSWICK, ME (Navy Lodge, NAS Brunswick, ME 04011. Phone: 207-921-2206)	17	$14
CECIL FIELD, FL (Navy Lodge, NAS Cecil Field, FL 32215. Phone: 904-771-3211, ext. 8119)	11	$16-18
CHARLESTON, SC (Navy Lodge, Naval Station, Charleston, SC 29408. Phone: 803-747-7676)	69	$18
CHASE FIELD, BEEVILLE, TX (Navy Lodge, NAS Chase Field, Beeville, TX 78103. Phone: 512-354-2523)	5	$17
CORPUS CHRISTI, TX (Navy Lodge, NAS Corpus Christi TX 78149. Phone: 512-937-2052)	22	$18
EDZELL, SCOTLAND (Navy Lodge, U.S. Naval Security Group Activity, FPO New York, NY 09518)	8	$20
EL CENTRO, CA (Navy Lodge, National Parachute Test Range, El Centro, CA 92243. Phone: 714-352-2478)	10	$18
FALLON, NV (Navy Lodge, NAS Fallon, NV 89406. Phone: 702-423-5161, ext. 2400/2403)	3	$16
GUANTANAMO BAY, CUBA (Navy Lodge, Naval Station, Box 38, FPO New York, NY 09593)	11	$10-$14
JACKSONVILLE, FL (Navy Lodge, NAS Jacksonville, FL 32212. Phone: 904-772-2549)	28	$19
KEFLAVIK, ICELAND (Navy Lodge, Naval Station, Box 10, FPO New York, NY 09571. Phone: 2210-7594)	31	$15-$23
LAKEHURST, NJ (Navy Lodge, Navy Air Engineering Center, Lakehurst, NJ 08733. Phone: 201-323-2445)	10	$15
LEMOORE, CA (Navy Lodge, NAS Lemoore, CA 93245. Phone: 209-998-5791)	46	$18
LITTLE CREEK, VA (Navy Lodge, Naval Amphibious Base, Little Creek, VA 23521. Phone: 804-464-6215)	90	$17
MAYPORT, FL (Navy Lodge, Naval Station, Mayport, FL 32228. Phone: 904-246-5554)	19	$18
MECHANICSBURG, PA. (Navy Lodge, Naval Ships Parts Control Center, Mechanicsburg, PA 17055. Phone: 717-790-2608)	9	$16-$18
MEMPHIS, TN (Navy Lodge, NAS Memphis, Millington, TN 38054. Phone: 901-872-0121)	29	$17
MIRAMAR, SAN DIEGO, CA (Navy Lodge, NAS Miramar, San Diego, CA 92145. Phone: 714-271-7111)	90	$17
NEW LONDON/ GROTON, CT (Navy Lodge, Naval Submarine Base New London, Groton, CT 06340. Phone: 203-446-1160)	68	$17
NEW ORLEANS, LA (Navy Lodge, Naval Support Activity, New Orleans, LA 70146. Phone: 504-366-3266)	22	$18
NEWPORT, RI (Navy Lodge, Naval Education and Training Center, Newport, RI 02840. Phone: 401-849-4500)	67	$17
NORFOLK, VA (Navy Lodge, Naval Station, Norfolk, VA 23511. Phone: 804-489-2656)	90	$17
NORTH ISLAND, SAN DIEGO, CA (Navy Lodge, Nas North Island, San Diego, CA 92135. Phone: 714-435-0191)	90	$17
OAKLAND, CA (Navy Lodge, Naval Regional Medical Center, Oakland, CA 94627. Phone: 415-639-2051)	18	$11
OAKLAND, CA (Navy Lodge, Naval Supply Center, Oakland, CA 94625. Phone: 415-466-6187)	19	$17-$18
ORLANDO, FL (Navy Lodge, Naval Training Center, Orlando, FL 32813. Phone: 305-646-5722)	35	$11-$24
PENSACOLA, FL (Navy Lodge, NAS Pensacola, FL 32508. Phone: 904-456-8676)	16	$15
PORT HUENEME, CA (Navy Lodge, Naval Construction Battalion Center, Port Hueneme, CA 93043. Phone: 805-486-2614)	22	$18
ROTA, SPAIN (Navy Lodge, Naval Station, Box 17, FPO New York, NY 09540)	22	$25
SAN DIEGO, CA (Navy Lodge, Naval Station, San Diego, CA 92136. Phone: 714-234-6142)	45	$17
SUBIC BAY, RP (Navy Lodge, Naval Station, FPO San Francisco, CA 96651. Phone: 884-9500)	25	$12-$17
WASHINGTON, D.C. (Navy Lodge, Naval District Washington, Washington, DC 20032. Phone: 202-563-6950)	48	$16-$17
WHITING FIELD, MILTON, FL (Navy Lodge, NAS Whiting Field, Milton, FL 32570. Phone: 904-623-6364)	9	$13-$15
YOKOHAMA, JAPAN (Navy Exchange Branch Manager, Fleet Activities, Box 9, FPO Seattle 98761. Phone: 232-6143)	41	$12-$20
YOKOSUKA, JAPAN (Navy Exchange Officer, Fleet Activities, Code 700, FPO Seattle 98762. Phone: 234-6708)	62	$15-$23



Family Assistance

In its concern for the welfare of the total Navy family, the Navy has gone beyond the primary considerations of medical and health care, housing, and survivor's benefits to offer assistance in many other ways.

This chapter on Navy rights and benefits provides information on where Navy family members can get special kinds of family-related assistance. From guaranteed student loans available through the Navy Relief Society to the free care provided under the Alcohol and Drug Abuse Treatment programs, Navy people can turn to a variety of Navy-sponsored and Navy-related organizations for assistance.

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Personal Service Centers

A permanent change of station (PCS) transfer is a time of questions for the Navy family—What will the new area be like? What kind of housing will be available? Where will the children go to school? To respond to these questions, the Navy has established some 40 Personal Service Centers (PSCs) at stations in the United States and abroad.

These centers maintain Welcome Aboard kits containing brochures, maps and information on housing, commissary and exchange services, schools, recreation facilities and civic activities.

You may request a Welcome Aboard kit from your new command. Don't assume that one will be forwarded to you automatically, except in a case where you have been ordered overseas. Such welcome aboard information is furnished at the same time you receive your entry authorization into the overseas area.

The personal services program is intended to serve as a central referral and information source on all types of services which exist to provide assistance to the Navy member and Navy dependents. One example of the type of referral provided is welfare assistance in connection with federal, state, and local welfare assistance programs, including the food stamp program.

Increased emphasis on family support has resulted in the establishment of a network of Family Service Centers (FSCs) at selected naval installations in the United States and abroad. The concept expands the services provided by PSCs. Establishment of information and referral services, counseling and emergency assistance, family enrichment programs and family-related support and educational programs will be the function of the Family Service Center. FSCs will replace Personal Service Centers.

Sponsor Program

Knowing what to expect and having a specific contact person at your new duty station can make the difference between a good move and a bad move. The Navy Sponsor Program can help make that difference.

Upon receipt of change of station orders, the service member should request assignment of a sponsor. The individual's commanding officer forwards the request to the receiving commanding officer for action. (See BUPERS Manual 1810580.)

The sponsor should then take all steps necessary to ensure that the incoming service member receives information about the area well in advance. The sponsor also should make arrangements to assist the new member and member's family upon arrival at the new duty station.

Legal Assistance Program

From helping Navy men and women understand an installment contract to writing a will, Navy legal assistance is available in many forms.

This free service, part of the professional help provided under the Navy Legal Assistance Program, is intended primarily as a benefit for active duty Navy members. It is also extended to dependents and, on a limited basis, to retirees and their dependents, survivors of eligible members, and to civilians employed overseas by the armed services.

Services provided under the Navy Legal Assistance Program include:

- Counseling, advising and assisting personnel in connection with their personal legal problems.
- Preparing legal correspondence on behalf of eligible clients, negotiating with another party or his or her lawyer, and preparing various types of legal documents including wills and pleadings.
- In some limited cases, providing full legal representation including in-court appearances on behalf of eligible personnel.
- Advice to persons with discrimination complaints under the Civil Rights

Act of 1964 and SECNAVINST 5350.5 series.

Services which do not fall under the Navy Legal Assistance Program but which are provided by the Naval Legal Service Office include:

- Assigning defense counsel for members charged with criminal conduct under the Uniform Code of Military Justice (UCMJ).
- Professional advice involving UCMJ Article 15 proceedings (captain's mast).
- Professional advice regarding administrative proceedings such as administrative discharges.

Advice concerning a member's privately owned business or private income-producing activity is not authorized or provided by the Navy Legal Assistance Program.

Chaplains

Navy chaplains are fully qualified ministers, priests and rabbis endorsed by their respective religious bodies to provide appropriate ministry to military personnel and their families.

They provide religious ministry according to the tenets and teachings of their respective religious bodies. Those who desire particular religious rites (baptism, bar/bas mitzvah, wedding, etc.) should contact their local chaplain who will assist them personally or refer them to a chaplain of their particular faith.

Pastoral care is another way chaplains assist the Navy family. The chaplain visits work areas, hospitals, and homes, and is in the field expressing care for the person and his or her adjustment to military life, interpersonal relationships or troublesome problems.

In pastoral care, the chaplain can bring reconciliation and hope to those in need.

A chaplain can assist Navy people and their families in many ways. Working closely with Navy Relief, Red Cross and other community agencies, the chaplain can help make appropriate referrals to those channels of assistance which are needed, whether it be for financial, health, marital or emergency leave problems.

A spiritually oriented program of personal growth and spiritual development, called CREDO, is another program in which chaplains are deeply involved. It was started in San Diego, Calif., in 1971 by the Chief of Naval Personnel, and chaplains have been continuously assigned to CREDO to conduct weekend workshops, discussion groups and to foster family relationships in the various CREDO centers. CREDO also operates in Norfolk and there are plans to expand the concept to other areas.

Alcohol and Drug Abuse Treatment Programs

Alcoholism is an illness. It is preventable and can be treated. Navy studies show that two years after being treated in a Navy facility, about 70 percent of the recovering alcoholics perform as well as or better than their peers, and are recommended for or have been reenlisted or advanced. In addition, 90 percent of the treated alcoholics receive "good" or "excellent" performance evaluations from their commanders.

The Navy Alcohol and Drug Abuse Program (NADAP) operates worldwide. Usually, the first step on the road to recovery for those who need help is the Counseling and Assistance Centers (CAACs) which now incorporate Alcohol Rehabilitation Drydocks (ARDs).

As a division within a command, each CAAC conforms to the needs of a geographical area and remains accessible to command involvement. Although some CAACs do have 10-15 bed inpatient capability, primarily they screen, evaluate and conduct outpatient counseling of both alcohol and drug abusers.

Alcohol Rehabilitation Centers (ARCs), the largest treatment facilities in the program (75 beds), offer a full six-week intensive inpatient treatment approach. Professionals—with or without degrees—most of whom are recovering alcoholics on active duty, provide a blend of medical treatment, individual and group counseling, Alcoholics Anonymous involvement, therapy and motivational education, and, if desired, spiritual reinforcement. ARCs, like all Navy rehabilitation and treatment facilities, stress a whole-life approach to recovery and encourage family participation in the rehabilitation process.

Alcohol Rehabilitation Services (ARSs) are inpatient facilities attached to 24 hospitals. As smaller versions of ARCs, most of these units treat as many as 15 people at a time on an inpatient basis. (Ten locations have facilities for more than 15 patients.) They also offer outpatient services to less seriously afflicted members. A hospital staff medical officer heads an ARS staffed by Navy men and women, most of whom are recovering alcoholics.



Another Navy program, Navy Alcohol Safety Action Program (NASAP), aims at early identification of alcohol abusers—possibly before they become alcoholics. NASAP pinpoints problem drinkers through arrests for driving while intoxicated (DWI) and other alcohol-related incidents such as disciplinary or performance problems.

NASAP counselors screen between 1700 to 1800 people monthly to determine the severity of alcohol (or drug) involvement. After screening, the individual is then assigned to one of two levels of action. Less serious cases, classified as Level I, attend a 36-hour off-duty education program dealing with the prevention of further alcohol abuse (Level I consists of 80 percent of those screened). Level II—chronic problem drinkers or alcoholics—means assignment to a rehabilitative facility for treatment.

Since its inception in September 1974, at Pensacola, Fla., NASAP has expanded to 12 major sites plus 24 command-sponsored satellites. Of the 40,000 people who completed NASAP, less than seven percent repeated alcohol-related offenses.

The Navy operates one 200-bed facility for those with drug dependency. Both professional civilian therapists and trained military counselors staff the Navy Drug Rehabilitation Center (NDRC) at Naval Air Station Miramar, Calif. As with all Navy treatment programs, the return of a patient to productive, full active duty service sums up NDRC's primary mission.

USHBP (Uniformed Services Health Benefits Plan) beneficiaries (dependents, retirees, dependents and survivors of retirees, etc.) can enter any of the Navy's rehabilitation programs on a space available basis. However, a backlog of active duty patients forces most facilities to refer applicants eligible for CHAMPUS or VA benefits to those programs.

CHAMPUS shares the cost, up to seven days, for inpatient hospital care required for detoxification during acute stages of alcoholism. Such detoxification usually takes from three to seven days. Benefits extended beyond this stage include inpatient rehabilitation in the hospital or other type of authorized institution. However, CHAMPUS reviews each rehabilitative stay to determine if an inpatient setting is required.



CHAMPUS limits treatment for alcoholism—detoxification and rehabilitation—to 21 days per episode. CHAMPUS shares the cost for no more than three rehabilitative stays per beneficiary, but places no limit on the number of inpatient stays for detoxification.

VA Alcohol and Drug Abuse Programs

Eligible veterans are admitted to each of the Veterans Administration medical centers for the treatment of alcohol or drug dependence or associated medical conditions. If specialized care for the veteran's alcohol or drug dependence is required and it is not available at the admitting medical center, the veteran may be transferred to the nearest medical center which has a specialized medical program for alcohol and/or drug dependence treatment.

The VA has activated 100 specialized Alcohol Dependence Treatment Programs (ADTPs) and 52 specialized Drug Dependence Treatment Programs (DDTPs). Each ADTP and DDTP is expected to provide comprehensive individualized services to include prebed crisis intervention support activities, emergency medical services including detoxification, clinical and vocational assessment, consultative/liaison, ambulatory/outpatient and aftercare services.

Navy Relief Society

The Navy Relief Society is a private, non-profit corporation which is the Navy's and Marine Corps' own self-help organization. Its primary purpose is to provide active and retired service members, their dependents and survivors with financial assistance or budgetary counseling in time of need. In addition, it sponsors an educational loan program for dependent children, provides layettes to new mothers who need such help, and operates such activities as a visiting nurse program and thrift shops.

Navy Relief financial assistance may be provided for a variety of valid needs ranging from the costs of setting up a household after a PCS move to disaster relief. However, Navy Relief does not assist with the purchase of nonessentials or car payments, nor does it supplement the income of persons who habitually live beyond their means. Details on assistance policy are set forth in a pamphlet, "Fundamentals of Navy Relief Assistance." If not available on your ship or station, it may be obtained on request from the closest Navy Relief field activity.

Applications for assistance may be made to any auxiliary, branch or office of the Navy Relief Society or to its Headquarters in Arlington, Va., via the American Red Cross. Relief agencies of the other services also can provide Navy Relief Society assistance when necessary. If a command has found it necessary to advance assistance for emergency leave from its Welfare and Recreation Fund because an individual is unable to visit a Navy Relief Society office, the society will reimburse the command.

Financial assistance is provided for dependents solely because of their relationship to service members. Therefore, whenever possible, the service member should present his or her family's request for assistance at a Navy Relief office. When the service member can afford it, financial assistance is provided as an interest-free loan, which is normally repaid by allotment at a convenient rate. If repayment causes real hardship to the service member, the assistance is provided as a grant.

Those who are interested in helping the society carry on its work can do so either by supporting the annual fund drive, which is one of the Navy Relief Society's major sources of funds, or by serving as a volunteer. The great majority of Navy Relief activities are staffed by volunteers, most of them dependents or members of the retired community.

For additional information, see BUPERS Manual 3450150.

Navy Mutual Aid Association

The Navy Mutual Aid Association, operating continuously since 1879, provides life insurance protection for its members at as near the actual net cost as possible. Its regular membership benefit has been increased from $7500 to $20,000 in the past 26 years without an increase in member dues. Members requiring additional insurance can obtain permanent and term coverage up to $105,000.

Navy Mutual provides members with safekeeping of all important papers and a computerized family financial planning statement service. It helps surviving dependents of members obtain all government benefits to which they may be entitled—all without additional cost.

Navy Mutual also provides group financial counseling briefings on government benefits upon the request of commanding officers of the sea services and makes its computerized family financial planning statement service available to non-members for only the costs of processing and handling.

Active duty Regular/Reserve officers and career enlisted personnel (E-7 and above plus all rates with over ten years' service) of the sea services (Navy, Marine Corps, Coast Guard, Public Health Service and NOAA), as well as midshipmen/cadets of the Naval/Coast Guard Academy are eligible for membership.

Once membership is established, it is not affected by subsequent changes in military service, such as retirement or release from active duty.

Further information can be obtained by contacting the Navy Mutual Aid Association.

Fleet Reserve Association

Chartered in 1924, the Fleet Reserve Association (FRA) is a career organization made up of active duty and retired enlisted personnel, men and women, of the Navy, Marine Corps and Coast Guard. The association strives to support the sea services in matters of national defense, promotes and safeguards the rights of enlisted members, and encourages worthy young men and women to seek careers in the sea services.

The association has more than 300 branches and units worldwide, and there are more than 150,000 members on its rolls. The FRA assists enlisted personnel in career matters but does not attempt to influence the sea services in military decisions involving personnel. The association represents active duty and retired members on Capitol Hill and testifies before congressional groups.

The FRA lends its assistance in dealing with the Veterans Administration and other government agencies on behalf of members; maintains and operates various life and health insurance programs; awards and administers scholarships for dependent children of FRA members, living and deceased; and aids survivors of members in times of disaster.

The American Red Cross

The Red Cross, in addition to its reciprocal agreement with the Navy Relief Society, conducts a program of social welfare which includes financial assistance for naval personnel, medical and psychiatric case work and recreation services for the hospitalized.



Red Cross counselors help veterans obtain benefits to which they are entitled. In addition, they offer courses in health and safety and provide volunteer activities for people with extra time. They also assist service members in gathering information for emergency leave and leave extensions, dependency or hardship discharges or humanitarian transfers.

The worldwide communication network of the Red Cross helps military families contact service members overseas and at sea when emergencies warrant immediate notification.

For further information see BUPERS Manual 3450150.

Ombudsman Program

The Navy Family Ombudsman Program is designed to provide better, faster communication between Navy families and Navy officials. Commanding officers select ombudsmen from among the Navy spouses in their commands. The ombudsman is the official representative of the command's families and serves as liaison between them and command officials.

Spouses, especially, should become acquainted with the local ombudsman. They should understand that the ombudsman is not a counselor or a social welfare worker and cannot offer specific advice. The ombudsman does, however, take a direct route toward finding solutions by bringing problems to the attention of the proper officials.

Other lines of communication between the Navy family and the parent command or base, other than the ombudsman program, are the familygram, telephone tree and CO's action line.

The familygram is a regular newsletter from the commanding officer to family and friends of crew members offering information and news about the command and its people.

The telephone tree is an informal network of dependents who pass on important information such as last-minute changes to a ship's operating schedule.

The CO's action line is a two-way communication line which may appear as a column in the command newspaper. Dependents can address questions and offer opinions directly to the commanding officer whose reply can benefit the entire command.

Navy Wives Clubs of America

Navy Wives Clubs of America (NWCA) is a national federation of



wives of Navy, Marine Corps and Coast Guard enlisted personnel. It recognizes the importance of a sea service wife. The organization, chartered in 1936, is dedicated to improving life in the naval service.

Active clubs throughout the United States and overseas promote friendly, supportive relationships among wives. The clubs extend assistance to needy members and other Navy, Marine Corps and Coast Guard families, assist Navy chaplains, participate in the blood donor programs and in Navy Relief Society projects.

The NWCA also sponsors a special scholarship program for children of enlisted personnel (see section on dependent scholarships).

Wifeline Association

This volunteer Navy wive's organization serves as a clearing house for Navy families. Experienced volunteers aid those wives new to the service and serve as channels of communication for all Navy wives. The association reaches out to all Navy families in an effort to inform them, solicit opinions, and share solutions to problems inherent in Navy life.

Membership is both automatic and free for all wives and widows of officers and enlisted men anywhere in the world.

Wifeline Association has been asked to advise in such areas as financial aid, legal counsel, moving household goods, survivor benefits and information on permanent duty stations. Actually, any Navy wife can get answers to her questions by writing or calling the association. It operates an around-the-clock telephone answering service.

Wifeline Association provides new Navy spouses with bride's kits containing publications of special interest. These also are available through the association upon request at little or no cost. A non-profit organization, Wifeline Association depends solely on contributions.

Other Organizations

Many other organizations and government agencies stand ready to assist your family in time of need.

Veterans Administration—In addition to the drug and alcohol rehabilitation help already mentioned, the VA maintains hospitals to care for veterans who cannot afford hospital treatment or whose injuries are a result of military service. The organization handles dependency compensation for service-connected deaths, provides burial flags for veterans and administers USGLI, NSLI and SGLI.

Veterans' Organizations—The following organizations also provide information concerning claims and help process them: Disabled American Veterans

(DAV), American Veterans of World War II (AmVets), Jewish War Veterans (JWV), Non-Commissioned Officers Association (NCOA), American Legion, Veterans of Foreign Wars (VFW), Blinded Veterans Association (BVA), Congressional Medal of Honor Society of the U.S., Legion of Valor of the U.S.A., Marine Corps League, Military Order of the Purple Heart, Paralyzed Veterans of America, Inc., United Spanish War Veterans, Veterans of World War I of the U.S.A., Inc., American Veterans Committee, Army/Navy Union of the U.S.A., Catholic War Veterans of the U.S.A., Coast Guard League, Disabled Officers Association, Military Order of the World Wars, Regular Veterans Association, and United Indian War Veterans.

State Veterans Commissions—Most states maintain veterans' organizations which supervise their particular programs. They can help with federal and state employment assistance, state bonuses (if any), education assistance, land settlement preference and other benefits. These organizations can usually be found under the state government listings in the telephone directory.

Social Security Administration—Social Security provides continuing financial assistance to survivors of deceased members. Retirees drawing military retirement also are eligible to draw social security at the appropriate age. Your local Social Security office can provide you with details.

Decedent Affairs Branch, Bureau of Medicine and Surgery—Provides for the interment of deceased members and the transport and escort of the remains to the burial site. This service is usually coordinated through the Navy Regional Medical Centers.

Casualty Assistance Branch, Naval Military Personnel Command—Coordinates the Casualty Assistance Calls program. Notifies next-of-kin of service members who die or become seriously ill or injured. Provides guidance and counseling on matters relating to survivor benefits.

Remember, all of these organizations are available to help you. Family assistance is an important right and benefit, and that is the foundation for the existence of these organizations.

Department of Defense Dependent Schools

Unique is an apt description of the Department of Defense Dependents Schools (DODDS), the only U.S. school system which has schools located around the world rather than around the county and state.

The DODDS system ranks as the 11th largest U.S. school system, counts a student population of approximately 140,000 and has 273 schools located in 23 countries.

Although the schools are located in many parts of the world, the quality of education exceeds the standards set by the North Central Association of Colleges and Schools (NCA). All 57 DODDS high schools are accredited by the NCA. Some DOD elementary and middle schools are now accredited by NCA, and others will be processed for accreditation over the next few years.

The NCA accreditation of DOD schools and a standard curriculum plan permit students a much easier transition period when they return to state-



side schools from the DOD schools.

Many dependents' schools offer special education classes for physically or educationally handicapped children, including those with visual and hearing impairment. Remedial reading specialists are assigned to schools to aid teachers in improving student communication skills. DODDS also provide correspondence courses for those students who live in remote areas which have no school facilities.

Dormitory facilities are available at eight of the 57 secondary schools. These schools are staffed with dormitory counselors who are fully qualified instructors and offer substitute-parent supervision to the high school students.

When the students' homes are more than one hour's commuting distance from the schools, students live in the dormitories Monday through Friday. If the students' homes ar more than two hours away from the schools, the students live in the dorm for the seven-day week and have vacation breaks at Easter and Christmas.

The quality of education at Department of Defense Dependents Schools is often educationally reaffirmed through individual student achievements, teacher recognition for accomplishments in education, and students' test results. Test results consistently indicate that, as a group, DODDS students score higher on achievement tests than a sampling of public school students in the continental United States.

Dependent Scholarships and Educational Aid

More than 20 Navy-oriented organizations currently sponsor scholarships or offer aid for study beyond the high school level. Dependent sons and daughters of Navy, Marine Corps and Coast Guard members and former members are eligible for these scholarships or aid.

The Naval Military Personnel Command (NMPC-641C) administers the Dependents' Scholarship Program and processes applications. The scholarships, which are funded by sponsoring groups, are usually awarded on the basis of scholastic achievement, character, and financial need. Selection committees of the sponsoring groups select and notify the recipients.

The Scholarship Pamphlet (NavPers 15003 series) contains a wealth of information on the Dependents' Scholarship Program including requirements for eligibility. The pamphlet and applications are available upon request. Information about the following year's program is usually available in December and the application deadline is March 15.

Another source for educational aid is the Navy Relief Society-sponsored Guaranteed Student Loan. Loans up to $2,500 per year ($7,500 total) are provided for undergraduate study or vocational training. Graduate study loans can be made up to $5,000 per year ($15,000 total or a maximum of $15,000 if loan is undergraduate and graduate combined). Information, eligibility requirements and applications are available from the Navy Relief Society.

For further information see BUPERS Manual 6210110.

Where Navy People Can Get Help

Chief of Chaplains (OP-01H)
Department of the Navy
Washington, D.C. 20350

Navy Family Support Program
Office of the Chief of Naval Operations (OP-152)
Department of the Navy
Washington, D.C. 20350
(202) 694-5742/3/4/6/7
AUTOVON 224-5742/3/4/6/7

Navy Family Ombudsman Program
Office of the Chief of Naval Operations (OP-152)
Department of the Navy
Washington, D.C. 20350
(202) 694-5742/3/4/6/7
AUTOVON 224-5742/3/4/6/7

Dependents Education (CONUS & Overseas)
Office of the Chief of Naval Operations (OP-152)
Department of the Navy
Washington, D.C. 20350
(202) 694-5742/3/4/6/7
AUTOVON 224-5742/3/4/6/7

Department of Defense Dependent Schools
Hoffman 1, Room 152
2461 Eisenhower Ave.
Alexandria, Va. 22331

Dependents' Scholarship Program
Naval Military Personnel Command (NMPC-641C)
Department of the Navy
Washington, D.C. 20370
Telephone (202) 694-3126
AUTOVON 224-3126

Navy Relief Society Headquarters
801 N. Randolph St., Room 1228
Arlington, Va. 22203
Telephone (202) 696-4904,
AUTOVON 226-4904

American Red Cross National Headquarters
17th & D Sts. N.W.
Washington, D.C. 20006

Navy Wives Clubs of America
P.O. Box 6971
Washington, D.C. 20032

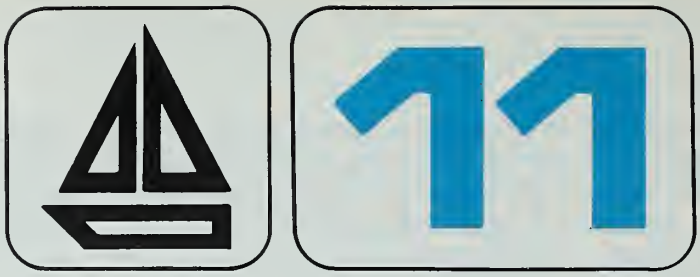
Navy Wifeline Association
Washington Navy Yard, Bldg. 210
Washington, D.C. 20374
Telephone (202) 433-2333,
AUTOVON 288-2333

Navy Mutual Aid Association
Navy Department
Washington, D.C. 20370
Telephone (202) 694-1638

Fleet Reserve Association
1303 New Hampshire Avenue, N.W.
Washington, D.C. 20036
Telephone (202) 785-2768

Decedent Affairs Branch
Bureau of Navy Medicine and Surgery
Department of the Navy
Washington, D.C. 20372

Casualty Assistance
Naval Military Personnel Command (NMPC-642)
Department of the Navy
Washington, D.C. 20370
(202) 694-2926/2932,
AUTOVON 224-2926/2932



Morale, Welfare and Recreation

First-time visitors to Navy installations or ships often are amazed at the self-contained situation. Within the station's gates or aboard ship a miniature community supplies nearly every service a well-run community provides.

As part of these services, the Navy provides local Morale, Welfare and Recreation (MWR) programs (ashore and afloat) supported by an annual budget of close to $370 million. Clubs, movies, recreation centers, hobby shops, golf courses and swimming pools are some of the more visible evidence of these recreation benefits, but they are only part of the picture. As a Navy member, you and your family can take advantage of other recreation benefits through programs such as the Navy Library System, the Armed Forces Professional Entertainment Program Overseas and the USO.

This chapter describes the nature and scope of these programs. The programs are divided into three categories: facilities (including messes) and services under Navy MWR programs, command support services, and other MWR activities available to you as a military member.

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Navy MWR Programs

Appropriated and non-appropriated funds form the financial base for the Navy's MWR programs.

Congress appropriates funds as part of the annual federal budget for the basic MWR needs of the military community. During recent years, as the level of appropriated funds remained stable, the cost of providing quality recreational services increased. As a result, non-appropriated funds—your dollars—have come to play a larger role in supporting MWR programs.

Primary sources of non-appropriated funds are portions of Navy Exchange Resale System and Ships' Stores Afloat profit dollars, and fees and charges levied for use of various recreation facilities or equipment. Every time you purchase an item at the exchange or ship's store, you receive more than just an approximate 20 percent price break—you help pay for your recreation programs.

Recreation (special services), open mess and consolidated package store operations are financed substantially (over 80 percent) with non-appropriated funds (NAF). Congressional support through appropriated funds (APF) pays for the remaining 20 percent.

All earnings of the Navy Exchange Resale System which are not required to finance exchange operations are used to fund recreation programs. Fifty cents of each local exchange profit dollar goes to the local recreation fund. The rest passes to NMPC-controlled Central Non-Appropriated Funds (NAF).

In recent years, rising cost and other factors including changes in wage laws affecting NAF employees' salaries, decreased the buying power of the Navy exchange profit dollar by as much as 18 percent. Thus, to maintain or improve the quality of recreation programs and facilities, major changes in financing and managing Navy recreation had to be initiated.

In the mid-'70s, shore activities were tasked with meeting certain levels of self-sufficiency by charging realistic and reasonable fees for services with revenue-generating potential. While these fees are still below those charged by the civilian sector for similar services, this source of income compensates for the decline in purchasing power of the exchange profit dollar.

Central Non-appropriated Funds exist solely to supplement local recreational operations and serve as equalizing sources of money. These funds are divided into four accounts: General Recreation (or Central Recreation); Officers' Messes; Enlisted Messes; and, Consolidated Package Stores.

Individual Central NAF are maintained in support of the individual types of recreational activities. That is, money assessed from enlisted messes is used to support other enlisted mess needs and is not used to help build a bowling alley. Each of the NMPC-controlled funds performs several key jobs in helping finance operations for its respective activities. For example, through a process of grants and loans, the funds' prime task is to supplement

the financial needs of individual activities at the base or shipboard level. In FY 79, more than $26.4 million (mostly grants) were provided to ashore and afloat recreational activities.

A portion of the Navy exchange profit dollar constitutes the bulk of the Central NAF income. Other sources include loan repayments, interest on short-term investments, ships' stores assessments, mess and package store assessments, slot machine assessments and residual funds (balances of recreational funds of decommissioned ships or activities). Among other things, the Central NAF support construction and renovation of bowling alleys, handball courts, swimming pools, clubs and other types of recreational projects—over $28 million was approved in FY 79 for 222 different facility improvement projects.

Navy Open Mess System

Clubs operated under the Navy Open Mess System are a unique benefit. Unlike civilian clubs, they have the flexibility to meet the social needs of a diverse segment of the population. And you, the patron, own the club and keep this valuable MWR facility operating.

Navy Open Messes provide social and recreational facilities, meals and refreshments for officer and enlisted personnel and their families. Officers' Open Messes provide essential meal service as a secondary function.

From a family night buffet to music for a rock 'n'roll enthusiast, these clubs cater to the needs of Navy personnel and their families.

The Navy Open Mess System includes:

Commissioned Officers' Messes Open	93
Chief Petty Officers' Messes Open	58
Petty Officers' Messes Open	13
Enlisted Messes Open	97
Consolidated Messes Open	47
Consolidated Package Stores	111

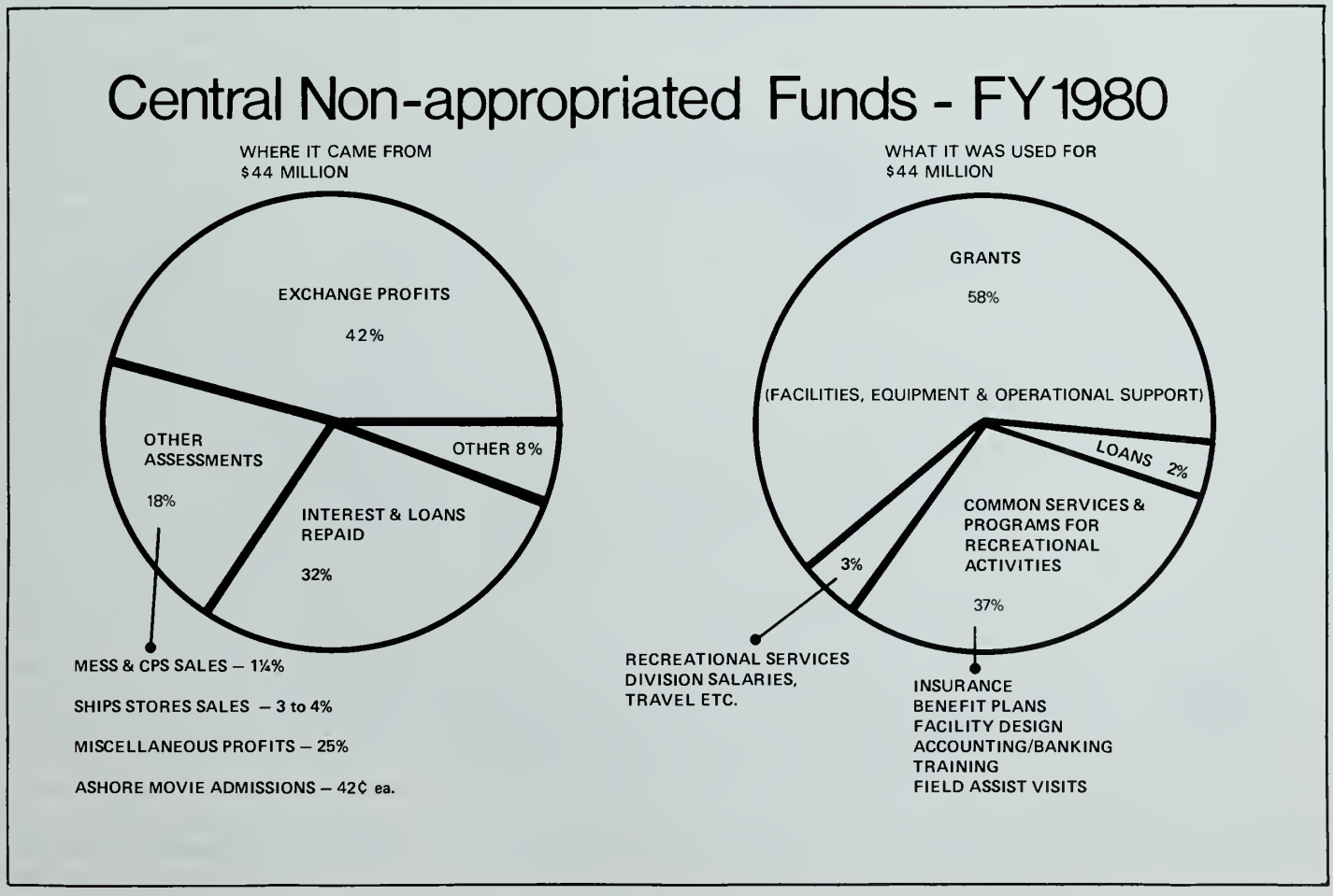
Clubs are operated on a non-profit basis, but must be self-sustaining to the extent that they meet all debts and liabilities with enough leeway to add improvements or expand services as necessary.

You can take an active part in the operation of your club through an advisory board. You can voice your opinion through your command's representative, or attend meetings yourself.

Each year, messes in each of six specific categories compete for the Secretary of the Navy Mess Awards. The best mess for each category is selected through judging in areas such as quality, service, atmosphere, sound financial performance and management effectiveness.

Recreation

Each activity tailors its recreation program to suit its situation, taking into account the size of population, financial resources, mission, patron interest, geography and the availability of facilities and activities in the surrounding com-



munity. These factors may vary, but the basic elements of a recreation program are present at any Navy installation. It would be impossible to list every service or piece of equipment available through Special Services. What follows is a general overview of a variety of services.

• **Auto Hobby Shops.** You may be an ace mechanic or just enjoy tinkering under the hood on a Sunday afternoon. Special Services can help turn your talent into real savings in auto repair. Auto hobby shops provide facilities, equipment and tools to perform general automotive repairs and maintenance. Many shops provide equipment for numerous jobs, ranging from engine overhaul to auto painting. If you are a novice and want to learn, Special Services may offer seminars in auto repair and related projects. Usually, the Navy exchange maintains a resale outlet near the auto hobby shop so you can buy repair parts at exchange prices.

• **Recreation Centers.** Special Services offers a variety of services and equipment through recreation centers —everything from snack bars and pool tables to bowling lanes and hobby shop facilities for a variety of arts and crafts.

If you have a hobby or want to develop one, you'll usually find the help and equipment you need at most stations. More than 30 different hobbies are included in the Navywide hobby crafts program. Photography, ceramics, woodworking, leatherworking and electronics are but a few of the more popular ones. You won't find all of them aboard any one station, but you'll be surprised at the wide range at even the smallest activity.

When a recreation complex includes a bowling center, you can expect both open and league bowling as well as other levels of competition such as intramural and intercommand. These centers are equipped to support any aspect of the sport from shoe rental and locker storage to pro shop resale and workshops.

• **Golf.** In addition to an 18-hole golf course, some activities also have miniature golf, pitch-and-putt, and driving ranges. As in most Special Services programs, instruction is usually available if you would like to get into the sport, or just improve your game. Golf pro shops can give you a good price on equipment, or you can rent what you need for a small fee.

• **Swimming pools.** Special Services operates base pools and ensures the availability of qualified lifeguards. In addition to competitive and age-group events, many locations offer water ballet, synchronized swimming, diving or water safety courses.

• **Marinas.** Larger installations support water-oriented activities through marina facilities. Services' marinas may include, but are not limited to: power and sailboat rental or check-out, boat repair, launching ramps, equipment or ski rental, regattas and competition, and courses in various aspects of seamanship (boating safety, sailing, etc.)

• **Outdoor Recreation.** A softball game, a day of picnicking or two weeks of camping—Special Services operates areas for these activities at many locations. You may rent or sign out camping equipment, trailers and fishing gear for use on or off base.

• **Dependents' Recreation.** Many activities sponsor programs designed specifically to meet the needs and special interests of young people and dependent spouses. These may include teen centers, youth summer programs, child care centers, excursions, social functions or special interest classes.

• **Entertainment.** Whether listening or performing, you may have access to a variety of entertainment programs, social activities and the arts through little theater groups and choral groups.

• **Shipboard Recreation.** When your ship pulls into port, the entire spectrum of that host base's Special Services is available to you. Aboard ship, Special Services activities are available in many forms—ships' picnics, athletic events, organized tours or movies. Facilities are limited but your morale, welfare and recreation is considered just as important as any other life-sustaining service.

This increased awareness of the importance of recreation has led to many changes. For example, during the 1978 and 1980 Fleet Habitability Conferences in San Diego, a representative from



NMPC Special Services was included as a participant. In other areas, MWR needs are being considered on the ground level—while still in blueprint stage, a ship's design now incorporates planned recreational spaces.

The Navy Special Services program managers intend to improve more than just future trends in shipboard recreation. They are looking to today's ships and ways to better serve the crews.

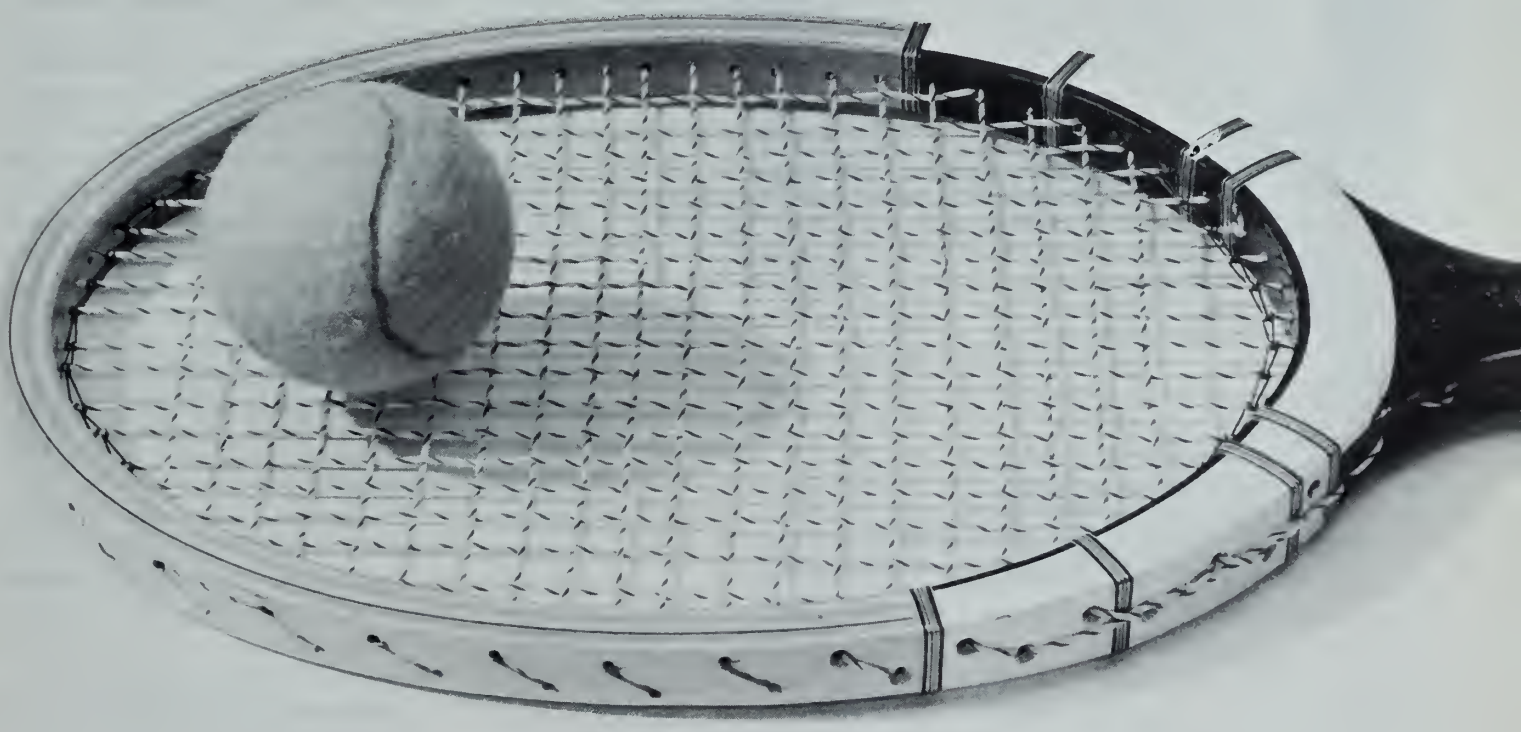
Officers are assigned MWR responsibilities as a collateral duty. Special Services developed a training course to help prepare these officers for their duties, covering such subjects as how to program activities, maintain funds, and generally, how to obtain full use of the dollars available to a ship.

NMPC Special Services has distributed a shipboard recreation equipment list to standardize recreation equipment for ships. This approach ensures that the types and amounts of recreational equipment a ship should have on board are allocated.

Another project NMPC Special Services initiated to improve shipboard recreation opportunities is now operational aboard USS *Independence* (CV 62). While the ship was in overhaul, Special Services advisers came on board, and through a self-help program, transformed three compartments into a physical fitness facility with isotonic, isometric and aerobic exercise programs all taken into consideration. NMPC Special Services utilized centrally managed Other Procurement, Navy (OPN) funds during FY 80 to purchase exercise equipment for USS *Enterprise* (CVN 65), USS *Coral Sea* (CV 43), USS *Constellation* (CV 64), USS *John F. Kennedy* (CV 67), USS *Saratoga* (CV 60), USS *Fairfax County* (LST 1193), USS *Biddle* (CG 34), and USS *Seattle* (AOE 3).

• **Special Interests.** To meet special recreational patron interests, base special services normally provide information on community, state, federal and commercial recreation events, facilities and programs. Often you can obtain discounted or free tickets through Special Services for tours, shows or sporting events. Other services in this category may include TV repair, animal care or vehicle rental.

• **Sports Program.** The Navy sports program, like all other recreational functions, is set up on a voluntary off-duty basis. On Jan. 1, 1979, a regional sports program replaced the All-Navy competition program, returning the primary emphasis to maximum participation at local base/ship level. This change is



not only more cost-effective, but also minimizes participants' time away from commands. Fourteen regions were established to permit at least one higher level of competition above the local base or ship. Participation in the Navy sports program is restricted to those who have been on active duty for more than 90 days, including Coast Guardsmen and other service members who are serving on a naval base or ship. Each region is allocated a dollar amount from the Central (General) Recreation Fund to defray the costs related to hosting and conducting area and regional championships. Interservice competitions still exist but Navy participation is limited to those sports which lead to international competitions. They include basketball, boxing, wrestling, volleyball, track and field triathlon, and slow-pitch softball. From interservice competitions, Navy participants could continue on to the Olympic Games, Pan American Games, or even to competitions conducted under the *Conseil International du Sport Militaire (CISM).*



Navy Motion Picture Service

Movies remain the most important form of recreation on board our ships. Annually the movie program costs approximately $4 million in appropriated funds and $4 million in non-appropriated funds.

Regardless of size, almost every ship and station in the Navy has the capability to show movies. It is intended that each sailor have the opportunity to see four or more different movies each week.

Providing movies for submarines, hundreds of ships and stations poses some knotty logistic problems. Under present arrangements, regular feature movies, sports subjects, as well as older classic movies and special short subjects are procured by the Navy Motion Picture Service, which sends more than 300 new prints to the fleet each week. More than 30,000 full-length feature movies are available through 22 Fleet Motion Picture Exchanges, making the Navy's system one of the largest film libraries in the world.

You can enjoy a first-rate movie at your command's theater for a minimal fee. Isolated overseas locations and ships show movies free of charge.

General Library Services

Historically, the first books that sailors took to sea were navigational aids. In 1821, the warship USS *Franklin* acquired

a library—the first Navy ship to do so—purchased by the crew. Shortly thereafter the Navy accepted responsibility for providing general libraries aboard its ships. Since World War I the program has been professionally directed.

Today, the general library program, under the control of the Chief of Naval Education and Training (CNET), provides approximately 500 afloat and nearly 200 ashore libraries with an inventory of more than two and one-half million books. Every ship has a library of sorts from a paperback book collection, updated monthly aboard a minesweeper, to 10,000-plus volume libraries aboard giant nuclear-powered carriers.

Some shore libraries offer the Auxiliary Library Service Collections to patrons. Made up of about 2,000 volumes, this collection is available to any sailor who cannot get a book of professional interest in his particular ship or station library. When requested, such a book can be sent through the mail directly to the sailor.

Many libraries also subscribe to a rental service as a way to keep current bestsellers on their shelves. The value of this program is that it provides current bestsellers rapidly to sailors on ships.

Other services a shore library may offer include a "swap" shelf for those who wish to exchange their own paperbacks for others; a current magazine section; sound recorders and equipment for listening to tapes or records; and even typewriters or other equipment such as duplicating machines to which a sailor may not normally have access. There might even be games such as chess sets and special collections of materials supporting off-duty education classes.

The newest library service available through general libraries is a super-8mm film program with 4,000 films available through selected shore libraries. Libraries in major ports have projectors available for loan to ships while in port.

Technical guidance to afloat and ashore general libraries is provided by Navy Regional Librarians in Groton, Conn.; Norfolk, Va.; Charleston, S.C.; San Diego and San Francisco, Calif.; and Pearl Harbor, Hawaii.

Other MWR Activities

The Armed Forces Professional Entertainment Office (AFPEO) provides quality live entertainment primarily for young enlisted people who are located in remote and isolated areas overseas at which entertainment activities are extremely limited or non-existent.

AFPEO, a joint-service command, works in conjunction with the United Service Organizations (USO). USO selects approximately one-half of the touring groups and pays half of the $40-per-day living allowance for the groups they choose. These acts are billed as USO shows. AFPEO auditions and selects the remaining groups which then travel under the banner of *DOD Showcase.* With the exception of part of the living allowance USO provides for the groups they select, DOD bears all costs related to living allowances and about 90 percent of transportation costs, with overseas commands picking up the tab for the rest.

AFPEO members, which include a Navy representative, travel extensively to audition potential touring groups. In addition to talent, AFPEO members look for other things—flexibility, good working relationships between entertainers, and the ability to establish rapport with an audience. While on the road, these groups, usually with five to seven members, normally perform at least twice a day, six days a week. Shows are presented free of charge and are open to all military, regardless of grade or service, and their families. Performances are usually presented in the base theater, auditorium or gym and normally do not interfere with base club operations, unless no other suitable performance site is available.

When selecting groups, AFPEO also looks for variety to ensure a cross section of entertainment—everything from easy listening and top 40, to hard rock and country and western. Each group member receives $40 a day for living expenses ($280 weekly), limited exchange privileges and emergency medical or dental treatment during the tour. In FY 80, 97 groups are scheduled to go on 4-to 6-week *DOD Showcase* or USO tours at a cost of nearly $1.8 million. The circuits they will travel include Alaska, the Caribbean, Europe, the Mediterranean, Greenland and the Pacific, presenting an estimated 3,200 performances before audiences totalling nearly 533,700. Twelve percent of the groups will perform at Navy installations ranging from Diego Garcia to a sub tender at Holy Loch, Scotland.

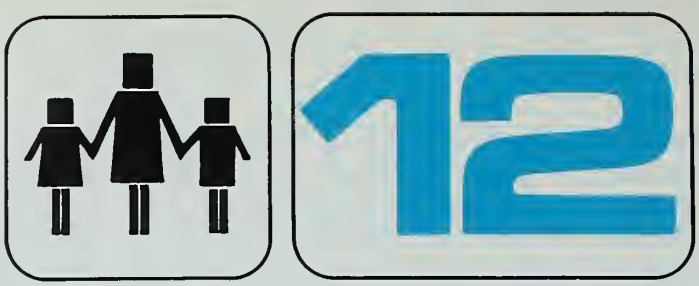
In addition to "night-club" acts, *DOD Showcase* and USO also present groups such as Miss America or Miss Black America and their courts, or National Football League players on handshaking tours. AFPEO also retains the flexibility to present "specialty" or "fad" groups. For example, with the revival of the '50s sound in music, AFPEO scheduled several groups for tours.

The United Service Organization for National Defense (later shortened to USO) was created early in 1941 to provide morale-supporting services to military men and women. This private organization is totally supported through contributions to the United Way.

Today, more than seven million service men and women and their families take advantage of worldwide USO services annually. Whether it's an extensive USO complex, like the one in Naples that serves more than 60,000 6th Fleet sailors each month, or a small information booth at an airport, USO volunteers are there to lend a helping hand.

In recent years, USO has changed to keep up with a changing military. Many of the programs have shifted to place more emphasis on the young service member and family, helping them deal with the problems they face. One new project called "Outreach" offers such educational, recreational and self-help programs as "How to Find Jobs" seminars, budget management classes, or marriage and child abuse counseling.

USO facilities will vary, depending upon the area they serve. Discounted or free tickets to area attractions, tours, recreational equipment, and free entertainment are just a few of the many services offered.



Survivor Benefits

The benefits inherent in a Navy career are not always evident to those who look only at base pay. To appreciate the full value of Navy life, a person must consider the entire range of many benefits—medical care, aid for education and commissary privileges, to name a few. All must be taken into account, including benefits for survivors.

The explanation of the Survivor Benefit Plan is followed by a table briefly outlining the range of survivor benefits established for active duty members and retirees. Since space limitations restrict more detailed descriptions, it is important that the member directly contact the sources listed for more information.

Also included is a form which you can use in planning your family's future, estimating total survivor benefits, and for maintaining an account of where you and your family stand financially.

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Survivor Benefit Plan

Sometimes, the hardest things to talk about in life are also the most important. Take the subject of death. Most of us would just as soon jaywalk if it meant getting out of a discussion on *that* subject.

But when a sailor retires from the Navy, he may be snug in the knowledge a monthly check will arrive in the mails like clockwork *for the rest of his life.* It sort of takes the edge off, though, when the retiree realizes the checks and his life stop almost simultaneously. What about his family? How will the bills get paid? What about the children's education? An avalanche of questions pour forth with the realization that one's family may be financially secure now, but what about later?

For many military retirees, the answers to these and other money questions can be found—at least in part—in the Survivor Benefit Plan for the uniformed services.

Basically, the Survivor Benefit Plan (SBP) provides an income to the deceased retiree's beneficiaries. This monthly income is equal to 55 percent of the full amount of the member's retired pay or 55 percent of any selected amount of retired pay over $300 per month. In addition, this monthly amount is periodically adjusted for cost-of-living increases.

So if a chief petty officer, for example, receives $700 a month in retainer pay, the SBP monthly payment to his beneficiaries after his death would be $385 (base amount x 55 percent = annuity).

Suppose that same chief petty officer, before his retirement with pay, elected a lesser amount than maximum coverage, say $300 (the minimum amount which may be designated under SBP). Then the monthly SBP payment to his beneficiaries after his death would be $165.

Keep in mind that the above figures represent gross amounts; annuities paid under SBP *are* subject to federal income taxes.

Military retirees will automatically be enrolled in the Survivor Benefit Plan at the maximum coverage level at the time of their retirement or transfer to the Fleet Reserve, unless they request coverage less than the maximum, or decline participation in the program.

Under SBP, four types of coverage are available at varying costs: spouse only coverage, spouse and children coverage, children only coverage, and insurable interest coverage.

Spouse Only Coverage

As its name says, this is coverage paid to the retiree's spouse only. It is important to keep in mind that an election to cover spouse only, once effective, is irrevocable, although the cost of coverage will not take place in any month when there is not an eligible spouse beneficiary.

Also, if coverage for spouse is declined at time of retirement, coverage for that spouse, or any subsequent spouse, cannot be provided at any later time.

If there is no eligible spouse at the time of retirement, coverage for a spouse acquired after retirement may be provided. Such an election must be submitted within one year of the marriage and the spouse must be married to the retired military member for a minimum of one year immediately before the retiree's death (or if a surviving child is born of the marriage) in order to be an eligible recipient of SBP annuities.

The cost of this spouse only coverage is 2.5 percent of the first $300 of the base amount plus 10 percent of any amount over $300. See the accompanying chart for more detail.

So far, SBP is a pretty simple plan to understand. You pay money in return for a guaranteed income for designated beneficiaries after your death. However, there are a couple of things that tend to complicate the picture just a bit (but not lessen the coverage paid to those beneficiaries). The main item to under-

stand is a notion called Dependency and Indemnity Compensation/Social Security offset.

DIC/Social Security Offset

Surviving spouses may be eligible for Dependency and Indemnity Compensation (DIC) payments from the Veterans Administration and/or Social Security benefits after the retiree dies. These benefits may offset or reduce the amount of SBP payments being made to the spouse under varying circumstances. First, we look at how DIC works in relation to SBP:

Suppose Senior Chief Jones was wounded during the war in Vietnam. After retirement, Senior Chief Jones (who has enrolled in the Survivor Benefit Plan) dies as a result of complications which developed from that wound. Since his was a service-connected death, his widow, any unmarried children under the age of 18 (as well as certain handicapped children), children between the ages of 18 and 23 attending a VA approved school, and certain dependent parents are eligible for Veterans Administration DIC.

DIC is a monthly benefit based on the member's grade or rate. It is exempt from federal income taxation and may be received simultaneously with full Social Security benefits.

So Senior Chief Jones' widow applies for and is granted DIC in the amount of $200 (an arbitrary figure). This $200 is deducted from the SBP benefits she receives each month so there is no change in her monthly annuity (although that tax-free $200 will result in less overall tax on her annuity). That's DIC offset.

(For more information about Veterans Administration Dependency and Indemnity Compensation as well as facts on other VA programs, see the pamphlet *Federal Benefits for Veterans and Dependents* available from the Veterans Administration.)

There are times also when SBP annuities will be reduced by that portion of Social Security benefits that came out of the retiree's active duty earnings. The offset applies only when the widow(er) has one dependent child or, if there are no dependent children, when the widow(er) is 62 years of age or older. In all cases, however, the combined payments from SBP and Social Security are guaranteed to equal or exceed 55 percent of the retiree's retired pay or the lesser designated base amount.

As can be seen from our discussion of DIC/Social Security offset, the word "offset" may be a bit misleading in that the total amount of money the spouse



receives each month is never reduced, and often increased, as a result of DIC or Social Security benefits. It's just that the money may come from a different source under different circumstances.

Spouse and Children Coverage

With this type of SBP coverage, the monthly annuity is paid to the surviving spouse. If the spouse is not eligible (due to death or remarriage) the annuity is paid to eligible dependent children.

The cost of this coverage is based upon the cost of "Spouse Only" coverage plus an actuarial charge based on the age of retiree, spouse and youngest child.

Under this coverage, no DIC or Social Security offset will be made when SBP payments are made only to children.

Children Only Coverage

The cost of this type of coverage is an actuarial charge based on the age of the retiree and the age of the youngest child. Since actuarial charges fluctuate, they will be computed by the Navy Finance Center before an SBP coverage is elected so that the precise cost will be known.

Insurable Interest Coverage

The final type of SBP coverage, Insurable Interest Coverage, may be provided to guarantee monthly SBP benefits to any person who has a reasonable and lawful financial expectation from the continued life of the retiree. This is legal talk for someone, other than spouse or children, who is financially dependent on the retiree. It may be a brother, sister, parent or non-dependent child. If the insurable interest person is other than those (such as a business partner), proof of financial benefit is required by the Navy Finance Center.

If there is no spouse or eligible children at the time of retirement, coverage for a person with an insurable interest may be elected.

The cost of this coverage is figured as follows: 10 percent of full retired pay plus five percent of full retired pay for each five years the designated beneficiary is younger than the retiree, the total cost of such coverage not to ex-

Survivor Benefit Plan—Spouse Only—Monthly Amounts

Base Amount of Retired Pay	Monthly Payment For Surviving Spouse	Monthly Cost To Retiree*	Net Balance To Retiree**
$100.00**	$ 55.00	$ 2.50	$ 97.50
200.00**	110.00	5.00	195.00
300.00	165.00	7.50	292.50
350.00	192.50	12.50	337.50
400.00	220.00	17.50	382.50
450.00	247.50	22.50	427.50
500.00	275.00	27.50	472.50
550.00	302.50	32.50	517.50
600.00	330.00	37.50	562.50
650.00	357.50	42.50	607.50
700.00	385.00	47.50	652.50
750.00	412.50	52.50	697.50
800.00	440.00	57.50	742.50
850.00	467.50	62.50	787.50
900.00	495.00	67.50	832.50
950.00	522.50	72.50	877.50
1000.00	550.00	77.50	922.50
1100.00	605.00	87.50	1012.50
1200.00	660.00	97.50	1102.50
1300.00	715.00	107.50	1192.50
1400.00	770.00	117.50	1282.50
1500.00	825.00	127.50	1372.50
1600.00	880.00	137.50	1462.50
1700.00	935.00	147.50	1552.50
1800.00	990.00	157.50	1642.50

*Withheld from retired pay. Monthly premiums are discontinued if marriage is terminated by death, divorce or annulment.
**Applicable only if full retired pay is less than $300 per month.
***Of Base Amount

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Computing Insurable Interest Coverage

Suppose you are 50 years old when you retire from the Navy and you wish to provide Insurable Interest Coverage under the Survivor Benefit Plan to your 30-year-old married daughter. Your monthly gross retired pay is $750. The cost of such coverage is 10 percent of full retired pay plus 5 percent of full retired pay for each full five years the designated beneficiary is younger than the retiree (the total cost will not exceed 40 percent of retired pay).

Thus: Daughter is 20 years younger (20 ÷ 5 = 4 x 5% = 20%)
10% + 20% = 30%
$750 x .30 = $225 (Cost of coverage)

The annuity equals 55 percent of the reduced retired pay (gross pay less cost of coverage). Thus: $750 − $225 = $525.

The annuity equals $525 x .55 = $288.75.

ceed 40 percent of full retired pay. (See example on page 82.)

Under normal circumstances, the cost of coverage under SBP increases over the range of the four types of coverage provided. Thus "Spouse Only" coverage is cheapest while "Insurable Interest" coverage may be the most expensive. That's only one reason why the prospective retiree must understand each type of coverage available and its cost so that he may elect the plan that best provides for his family at the lowest possible cost to them.

In addition, there are other provisions of SBP that apply in special or unusual circumstances for which the member must be advised. Complete details are available from your command's career counselor. Other sources of retirement information, including your SBP coverage, can be found in the following publications:

• *Navy Guide for Retired Personnel and Their Families,* NavPers 15891 series. This booklet provides detailed information on retired rights, benefits and privileges. This should be made available to the member during pre-retirement processing.

• *Shift Colors,* published quarterly by the Naval Military Personnel Command, provides updated information on retirement and serves as an official line of communication between the Navy and the retired community. Members who do not receive an issue within a reasonable time after retirement (6 months) should contact the Commanding Officer, Naval Reserve Personnel Center, Code 03, New Orleans, La. 70149, and request that their names be placed on the mailing list.

• *Survivor Benefit Plan for Retired Members of the Uniformed Services* will be provided to each prospective retiree during pre-retirement processing.

• *Retired Military Almanac* is an unofficial (commercial) digest of vital and factual information on military retirement rights and benefits. Mail all orders to Uniformed Services Almanac, Dept. M, P.O. Box 76, Washington, D.C. 20044.

A Quick Look at Supplemental Benefits

In addition to the survivor's benefits listed in Table 15, there are other benefits for surviving dependents of deceased active duty members and retirees. Among these are:

• **Civil Service Employment Preferernce.** Certain Civil Service preference benefits are granted to unremarried widows(ers) in connection with examinations, ratings, appointment and reinstatements if they wish to apply for a civil service position. Call or write any civil service employment office for details.

• **Fraternal Organization Benefits.** Check with the nearest affiliate of any fraternal or professional organization to which the deceased held membership to learn of any insurance, burial, or other benefits which may be payable.

• **GI Bill Loans.** Unmarried widows (ers) of deceased military personnel may be eligible for GI Bill home loans when death is due to service-connected causes. Contact the Veterans Administration for further details.

• **Mortgage Guarantee.** The mortgage guarantee provided as part of GI Bill loans does not pay off the mortgage upon the death of the homeowner. Those guarantees apply solely to the private lender who made the home loan; the obligation to repay the loan falls to the deceased's estate and spouse. Only if the spouse defaults may the government pay the lender to the extent of the guarantee—but the government is then obligated to recover its loss from the family.

• **Officers and Enlisted Messes.** If facilities permit, commanding officers are authorized to extend the privileges of Commissioned Officers' Messes Open, Senior Petty Officers' Messes Open and First and Second Class Petty Officers' Messes Open to unremarried widow(er)s or retired members of appropriate grades or rates. Such authorization may be extended to their dependents. Contact the appropriate naval activity for more information.

• **Service Academy Appointments.** Each year a limited number of appointments to the major service academies are reserved for the sons and daughters of military members who died of war injuries. Inquiries should be sent directed to: The Registrar, United States Military Academy, West Point, N.Y. 10996; Director of Admissions United States Air Force Academy, Colo. 80840; or the Office of Candidate Guidance, U.S. Naval Academy, Annapolis, Md. 21402.

• **State Benefits.** Many states provide benefits for survivors of veterans such as educational assistance, civil service preference, tax and license fee exemptions, employment assistance and bonuses. Most of the states maintain veterans' agencies which supervise veterans' and survivors' benefits. The member's survivors should contact the veterans' agency in the state in which they intend to reside or the state from which the retired member last claimed residence. Any nationally recognized veterans organization will also assist in providing information about survivor benefits.

• **Tax Relief.** The income of a member who dies of wounds, disease or injury sustained in a combat zone is exempt from federal income taxation for the year in which death occurred. Any tax liability outstanding against the member at time of death will be cancelled or reduced. Refunds can be made if tax on such income has already been paid. The federal estate tax is not applicable in the settlement of estates of such combat veterans.

Table 15. Survivor benefits fo

BENEFIT	DESCRIPTION
ARREARS OF PAY	Unpaid pay and allowances due member at time of death.
DEATH GRATUITY	Designed to help defray immediate expenses, the death gratuity is six times the active duty member's monthly basic pay to a maximum $3,000 payable to beneficiaries usually within 24 hours of death.
BURIAL EXPENSE ALLOWANCE	
Social Security	$255 lump-sum death payment to widow(er) of Social Security "covered" member.
Veterans Administration	$300 basic burial allowance plus $150 plot/interment allowance if burial is not in a national cemetery. Service-connected deaths may receive up to $1,100.
EDUCATIONAL BENEFITS	
Navy Scholarships	Various scholarships are available from Navy-affiliated organizations.
Navy Relief Society Guaranteed Student Loan Program	Educational assistance loans are available to surviving dependents of Navy members.
Veterans Administration	Widow(er)s and children of members who died of service-connected causes may be eligible for up to 45 months of VA educational assistance. Educational loans are also available for those needing educational financial assistance.
UNIFORMED SERVICES ID & PRIVILEGE CARD (DD FORM 1173)	Unremarried widow(er)s, dependent children to age 21 (23 if attending full-time institution of higher learning) & parents/parents-in-law determined to be dependent are entitled to an ID card and appropriate privileges if deceased member had retired with pay from military service.
EXCHANGE, COMMISSARY & THEATER PRIVILEGES	Sponsorship passes to unremarried widow(er) of retired member until such time as widow(er) remarries and becomes the dependent of another person. Surviving children are entitled to exchange & theater privileges if dependent on widow(er) for over half of their support to age 21 (23 if attending full-time institution of higher learning).
HEADSTONES & GRAVE MARKERS	When burial is in a national cemetery, a headstone or grave marker is provided without cost or application. Markers for private cemeteries will be shipped free, but applicant is responsible for transportation to the private cemetery & cost of placement at the grave. If a headstone or grave marker is purchased from a commercial supplier, a maximum of $53 toward purchase price is allowed.
HOUSEHOLD GOODS STORAGE/MOVEMENT AND RELOCATION OF DEPENDENTS	Dependents who were eligible to relocate at government expense & for household goods movement before the member's death are permitted one year to relocate & move household goods to any selected location at government expense & storage in transit up to six months.
LIFE INSURANCE	Automatic Coverage ($20,000 unless member elected lower amount—$5,000, $10,000, or $15,000, or no coverage). A member is covered for 120 days following separation or up to one year in the case of a veteran who is totally disabled at the time of separation (or retirement).
SGLI VGLI	SGLI may be converted to a 5-year nonrenewable coverage known as VGLI (Veterans Group Life Insurance). Members on active duty entitled to full-time SGLI coverage can convert to VGLI by submitting the premium before the end of 120 days following the date of separation from service. Members with full-time SGLI coverage who are totally disabled at the time of separation and whose service makes them eligible for VGLI may purchase this insurance in an amount equal to or less than their SGLI while remaining totally disabled up to one year following separation.
Commercial Insurance	Depends upon the amounts and type of life insurance purchased by the member.
MEDICAL CARE	Dependents of retirees who are eligible for medical care under the Uniformed Services Health Benefit Program or for the Civilian Health & Medical Program of the Uniformed Services (CHAMPUS) remains eligible for such care after the member's death for as long as the spouse remains unmarried.
NAVY MUTUAL AID ASSOCIATION	A membership organization which provides death benefits currently of $19,000; assists beneficiaries in filing claims for government benefits & provides follow-up service as needed.
NAVY RELIEF SOCIETY ASSISTANCE	Provides temporary financial assistance (either a loan, gratuity, or combination of the two) to dependents of deceased Navy members plus counseling and referral services and other assistance.
RETIRED SERVICEMAN'S FAMILY PROTECTION PLAN (RSFPP)	Provides annuities to beneficiaries of deceased military members who participated in the program and retired before September 21, 1972.
SURVIVOR BENEFIT PLAN (SBP)	Provides annuities to beneficiaries of deceased military members who participated in the program and retired after September 21, 1972.
SOCIAL SECURITY BENEFITS (SSB)	SSB payments are separate from & in addition to any RSFPP or monthly VA compensation (but not SBP payments). SSB provides—depending upon eligibility—(a) monthly benefits to surviving widow(er) & dependent children, (b) MEDICARE coverage, and (c) lump sum death benefits (see Burial Expense Allowance entry).
VETERANS ADMINISTRATION DEPENDENCY AND INDEMNITY COMPENSATION (DIC)	Payable for service-connected death only. DIC is a monthly benefit determined on the basis of member's grade or rate and authorized for widow(er)s, unmarried children under age 18 (as well as certain helpless children), children 18-23 if attending a VA-approved school and certain dependent parents of members who died in service or who died following discharge from a service-connected disability.
VETERANS SURVIVORS PENSION	Payable to widow(er) & children of a member whose death was not service connected providing their income does not exceed certain limitations and their net worth is within reasonable limits as determined by the VA.

active-duty members and retirees

WHERE TO APPLY	HOW TO APPLY
Commanding Officer, Navy Finance Center, Anthony J. Celebrezze Federal Bldg., Cleveland, Ohio 44199 Payment of local disbursing office is automatic upon notification of death and with Commander, Naval Military Personnel Command approval.	Submit a claim for Unpaid Compensation of Deceased Members of the Uniformed Services (SF-1174). The local Navy disbursing office will provide assistance and information on death gratuity payments.
Your local office of the Social Security Administration. Regional office of the Veterans Administration. (Each state has at least one VA regional office.)	Apply to the local SSA office within two years of member's death. Application must be made within two years of member's death on VA Form 21-530 by mortician, survivor, or person paying burial expenses.
Commander, Naval Military Personnel Command (N-641C), Navy Department, Washington, D.C. 20370. Headquarters, Navy Relief Society, 801 N. Randolph St., Room 1128, Arlington, Va. 22203. Regional office of the Veterans Administration	NMPC will supply information on type and number of scholarships available. Apply through the Navy Relief Society. Submit VA Form 22-5490. Application for Educational Assistance, or VA Form 22-490W, Application for Program of Education or Training by a Spouse, Widow or Widower, or VA Form 22-8725. Application for Educational Loan.
For determination of dependency of parent or partent-in-law: Navy Family Allowance Activity, Cleveland, Ohio 44199. For renewal of replacement of ID cards. The nearest naval activity authorized to issue ID cards or the Commander, Naval Military Personnel Command (N-641D), Navy Department, Washington, D.C. 20370.	The following documents must accompany application: a copy of retired member's orders, death certificate, marriage or birth certificate (as appropriate), interlocutory or final decree of divorce (if appropriate) and letter from Social Security Administration certifying you are not entitled to Social Security Hospital insurance (part A) (applicable only to widow(er)s 65 or over).
See above information on Uniformed Services Identification & Privilege Card (DD 1173).	See above information on Uniformed Services Identification & Privilege Card (DD 1173).
Director, Headstone Service (42A), Veterans Administration Central Office, 810 Vermont Ave., NW, Washington, D.C. 20420.	Submit VA Form 40-1330 for procurement of a headstone or grave marker and VA Form 21-8834 for reimbursement of commercially purchased headstone or grave marker. Forms available at any regional VA office.
The Installation Transportation Officer (ITO) at your local military activity will provide HHG assistance. The local military activity will also assist in the transportation dependents.	The ITO will require copies of orders in addition to other selected forms. Check with the ITO for specific information.
Veterans Administration Center, P.O. Box 8079, Philadelphia, Pa. 19101 (if residing East of the Mississippil River) or Veterans Administration Center, Federal Bldg., Fort Snelling, St. Paul, Minn. 55111.	In any communication with the VA about life insurance, include member's policy number, full name, date of birth and service of social security Number, civil death certificate, VA claim file number and insurance policy number.
Commander, Naval Military Personnel Command (N-642), Navy Dept., Washington, D.C. 20370 of Office of Serviceman's Group Life Insurance, 212 Washington St., Newark, N.J. 07102	The beneficiary will be contacted and furnished VA Form 29-8283 by NMPC-642 upon receipt of official death notice. VA Form 29-8283 and a certified copy of the death certificate are forwarded by claimant to the SGLI office for payment.
Office of Serviceman's Group Life Insurance, 212 Washington St., Newark, N.J. 07102	Submit VA Form 29-8283 (available from regional VA office) and certified copy of death certificate to SGLI.
Local office of the insurance company with which the member is insured.	Consult your commercial insurance agent for specific application information.
Since changes may occur because of local service capabilities, consult your local Navy activity for entitlement information as well as for information on CHAMPUS.	CHAMPUS guidelines and medical care information are available from the Commander, Naval Military Personnel Command, (NMPC-641D) Navy Dept., Washington, D.C. 20370.
Navy Mutual Aid Association, Navy Dept., Washington, D.C. 20370.	Further information is available from the Navy Mutual Aid Association.
Headquarters, Navy Relief Society, 801 N. Randolph St., Room 1228, Arlington, Va. 22203	You may apply (a) in person at a Navy Relief Society auxiliary, (b) by call or telegram to their headquarters or (c), in an emergency through the local chapter of the American Red Cross.
Commanding Officer, Navy Finance Center, (Code XM), Anthony J. Celebrezze Federal Bldg., Cleveland, Ohio 44199	Submit application Form DD-768 to Navy Finance Center to receive annuities.
Commanding Officer, Navy Finance Center. (Code 303). Anthony J. Celebrezze Federal Bldg., Cleveland, Ohio 44199.	Submit NavCompt Form 2269 (7-78) to Navy Finance Center to receive annuities.
Contact local office of the Social Security Administration immediately following member's death because claims may not be honored after an extended lapse of time.	Assistance in making application will be provided by the local office of the Social Security Administration.
Your local VA regional office.	Submit application on VA Form 21-534 available from any VA regional office.
Your local VA regional office.	Submit application on Va Form 21-534 available from any VA regional office.

Financial Planning for Your Survivors

What financial shape would your family be in if you died tomorrow? Suppose you got hit by a car on the way home from the ship. After the trauma of your death and funeral was past, would your family at least find comfort in the fact you'd left them financially secure? Or would your death mark only the beginning of their troubles?

The following form may help you answer these questions. Referring to the explanation of rights and benefits in the accompanying table of benefits, you can get a working idea of the amount and types of assistance your family would receive upon your death. This amount, plus your personal assets, will give you an idea of the resources your family may draw upon after you're gone.

How much they will have to draw and when can be figured in the part on Personal Obligations. Subtracting this amount from your total worth will not only tell if you will leave a financially secure family behind when you die, but may also show where and what types of additional financial security you may want.

SURVIVOR BENEFIT	IMMEDIATE OR ONE-TIME PAYMENT	MONTHLY PAYMENT
Arrears of Pay		n/a
Death Gratuity		n/a
Social Security Burial Expense Allowance	$255	n/a
Veterans Administration Burial Expense Allowance	$300 basic allowance + $150 plot allowance[1]	n/a
Life Insurance: NSLI/USGLI[2]		
Life Insurance: SGLI[2]		
Life Insurance: VGLI[2]		
Commercial Life Insurance[2]		
Navy Mutual Aid Association[2]		
Retired Serviceman's Family Protection Plan[3]	n/a	
Survivor Benefit Plan[4]	n/a	
Social Security Benefits	n/a	
Veterans Administration Dependency & Indemnity Compensation[5]	n/a	
Veterans Survivors Pension	n/a	
TOTAL BENEFITS		

NOTES:

[1] Service-connected death may receive up to $1,100.

[2] Amount and method of payment (one-time payment or monthly) dependent upon the amount and type of coverage elected by member.

[3] Applicable only to those members who retired prior to 21 September 1972 and elected this coverage.

[4] Applicable only to those members who retired or became eligible for retirement after 21 September 1972 and elected this coverage.

[5] Monthly annuity dependent upon member's service-connected disability, grade or rate.

	IMMEDIATE OR ONE-TIME PAYMENT	MONTHLY PAYMENT
PERSONAL ASSETS		
Savings[1]		
Stocks/Bonds/Investments[1]		
Personal Property (house, car, boat & all high-value items)[2]		
All other assets/income		
TOTAL ASSETS		
PERSONAL OBLIGATIONS		
Rent/Mortgage[3]		
Utilities (gas, electricity, water, sewage, telephone, etc.)	n/a	
Food & Clothing	n/a	
Transportation (car expenses, bus fare, etc.)	n/a	
Credit cards/time payments[4]		
Miscellaneous expenses		
TOTAL OBLIGATIONS		

NOTES:

[1] You may either figure the total amount available as a one-time payment or compute the interest/dividends you earn each month as a monthly payment.

[2] Immediate cash would be available from the sale of high-value items. You may also receive monthly rental fees from a home or other appropriate items.

[3] Certain types of mortgage insurance provide for payment of the remaining amount due on homes upon the death of the member. This would represent a single one-time payment. Other types of mortgage insurance guarantee the amount of the mortgage but do not release surviving members of their responsibility for repaying the mortgage upon member's death.

[4] Many credit agreements provide for a monthly interest charge with no penalty for early payment. Other credit agreements may include a set finance charge—for which no credit is given for early payment—and/or an early payment penalty fee.

	IMMEDIATE OR ONE-TIME PAYMENT	MONTHLY PAYMENT
TOTAL SURVIVOR BENEFITS:		
plus		
TOTAL PERSONAL ASSETS:		
equals		
TOTAL WORTH		
minus		
TOTAL PERSONAL OBLIGATIONS		
equals		
FAMILY SECURITY OR INSECURITY AFTER THE BREADWINNER DIES		



Your Retirement

One of the big attractions of a Navy career for many is the military retirement package. After 20 or more years of service, regardless of age, members may be eligible for retirement/fleet reserve rights and benefits that provide not only an element of security but also an opportunity to embark on a second career as well.

In this section, we take a look at what that retirement package includes, how to make sure you are able to take full advantage of those benefits and where to go if you need help or counseling in planning for retirement.

For up-to-date, specific information, be sure to consult your Command Career Counselor.

* * *

Categories of Retired Personnel

Regular Navy Retired List

Consists of Regular Navy officers and enlisted personnel who are entitled to retirement under any provision of law. They are subject to the Uniform Code of Military Justice and to the orders and regulations of the Secretary of the Navy. They may be ordered to active duty in time of war or national emergency at the discretion of the Secretary of the Navy but may be ordered to active duty at other times only with their consent.

Fleet Reserve

Consists of former warrant and commissioned officers and enlisted personnel of the Regular Navy and Naval Reserve who have been transferred to the Fleet Reserve upon completion of 20 years or more—but less than 30 years—of active military service including constructive service earned through Dec. 31, 1977. Members of the Fleet Reserve are entitled to receive retainer pay when released to inactive duty. They are subject to the Uniform Code of Military Justice and to the orders and regulations of the Secretary of the Navy. They are subject to recall to active duty without their consent in the event of war or national emergency. Members are transferred to the retired list upon completion of 30 years service—active and Fleet Reserve.

Naval Reserve Retired List

Composed of members (not including former members) of the Naval Reserve entitled to retired pay. Retired members of the Naval Reserve may be ordered to active duty without their consent but only if the Secretary of the Navy, with the approval of the Secretary of Defense, determines that there are not enough qualified reserves in an active status.

Retired Reserve

Consists of reservists who have been transferred to the Retired Reserve without pay.

Temporary Disability Retired List

Consists of members who have been found to be temporarily unable to perform the duties of their rank or rating by reason of physical disability which may be of a permanent nature. For more details, see *Disability Separation* (NAVEDTRA 46601 series), published by the American Forces Information Service, Department of Defense, Washington, D.C.

Permanent Disability Retired List

Consists of members who have been found to be permanently unable to perform the duties of their rank or rating by reason of physical disability which is of a permanent nature. For more details, see *Disability Separation,* (NAVEDTRA 46601 series).

Computation of Retired/ Retainer Pay

There are various provisions of law under which Navy retired pay may be computed. Active duty members who have a question regarding the particular formula to be used in computing Navy retired pay should consult a Career Counselor. Retired members who have a question regarding the particular computation formula should address an inquiry to the Navy Finance Center (See the list of important addresses at the end of this section).

For your own protection and to preclude misinterpretation of information furnished, questions about retired pay should be submitted to the Finance Center by letter rather than by telephone.

Public Law 94-440 of Oct. 1, 1976, provides for cost-of-living increases on March 1 and September 1 each year. The cost-of-living increases are based on the rise in the Consumer Price Index (CPI) published by the Department of Labor.

The following example illustrates how a Fleet Reserve retainer payment is computed.

Chief Smith is an E-7 who transfers to the Fleet Reserve after 23 years of active service. His basic pay is $1164.90 (E-7 over 22). The percentage of his basic pay paid to him as retainer pay is computed at 2.5 percent times total number of years' active service. (2.5% × 23 = 57.5%). Therefore, his gross retainer pay equals 57.5 percent of $1164.90 or $669.81 per month. This amount—less applicable state, federal or other taxes and any registered allotments by the member—equals his monthly retainer check from the Navy Finance Center.

If you registered allotments while on active duty, they may remain in effect when you are transferred to the Fleet Reserve or are retired, provided that the total amount allotted is less than the anticipated net retired or retainer pay. Such allotments will continue to be deducted from your retired pay unless you stop or change them.

You may register allotments of retired pay only for the premiums of life insurance on your own life or family-type insurance which includes your life. You may also register Treasury allotments which may be used to repay indebtedness to another U.S. Government agency; allotments for U.S. Savings Bonds; and allotments for the support of spouse, former spouse(s), and/or your children not residing with you. Once allotments are registered, they will remain in effect until the Navy Finance Center receives notice of change.

Survivor Benefit Plan

Established in 1972, the Survivor Benefit Plan (SBP) replaces the Retired Servicemen's Family Protection Plan (RSFPP) for all military personnel who retire with pay on or after Sept. 21, 1972.

It is a survivor benefit program which complements the survivor benefits of social security. The plan provides all career members of the uniformed services who reach retirement eligibility, including reservists who qualify for retired pay at age 60, an opportunity to leave a portion of their retired pay to their survivors at a reasonable cost.

Travel, Shipment and Storage of Household Goods

A Regular Navy or Naval Reserve member on active duty who is retired for physical disability, placed on the Temporary Disability Retired List or retired with pay for any other reason—including transfer to the Fleet Reserve—with eight or more years of continuous active duty immediately preceding retirement, may select a home location and receive travel allowances from the last duty station to the new selected location.



The home selected does not have to agree with the home of record. However, once a member has selected a home and traveled to it, the selection is irrevocable as far as receipt of travel allowance is concerned.

Travel to the selected home must, in general, be completed within one year after termination of active duty. Exceptions to the one-year time limit may be made when a member is undergoing treatment at a government hospital (or civilian hospital at government expense) on the date of termination of active service or is hospitalized or undergoes treatment at any time during the year following retirement, when a member is undergoing education or training on the date of retirement in order to qualify for acceptable civilian employment or begins such education or training within the one-year period following retirement, or for other deserving cases.

Travel of Dependents

Upon retirement from the Navy, all officers and all enlisted personnel in the grades of E-4 with over two years of service and E-5 through E-9 are entitled to transportation of their dependents to the same location that the member has selected for his or her personal travel.

Dependents must also perform travel within one year after termination of the member's active duty with the same exceptions that apply to the member.

Household Goods Shipment and Storage

The authorization and restrictions for shipping and storage of household goods are summarized in Table 16.

Base Facilities and Other Privileges

Members retired with pay are privileged to use American forces base facilities subject to the availability of space, facilities and capabilities of the activity. Reserve personnel retired in a non-pay status are not entitled to these privileges.

Table 16. Summary of Authorizations and Restrictions for Shipping and Storage of Household Goods

Authorization	Restrictions
You may select a home of your choice and have your household goods, within your authorized weight allowances, shipped from your last duty station to the home selected.	Once you have selected a home and traveled to it, your selection is irrevocable as far as reimbursement for travel or shipment of household goods is concerned.
You may also have household goods shipped from any previous duty station, from a designated place in the United States, from storage, or any combination thereof to home selected for the purpose of receiving travel allowances for your travel.	If shipment is desired to other than the home of selection, see your Personal Property Transportation Officer regarding cost limitations. Goods must be turned over to a transportation officer or carrier for shipment within one year after termination of active duty.*
You may put all or any portion of your household goods in non-temporary storage in local commercial or government facility storage.	Transportation officer will select commercial or government facility storage, whichever is more economical. Period of non-temporary storage may not exceed one year from date active duty was terminated.*
You may have your household goods which were placed in non-temporary storage shipped to the selected home. See your shipping officer regarding entitlement to temporary storage, when necessary, incident to shipment from nontemporary storage.	Goods must be turned over to a transportation officer or carrier for shipment within one year after termination of active duty.*
Your household goods which were not placed in non-temporary storage may be placed in temporary storage pending shipment to the selected home.	Ninety days temporary storage is authorized in connection with a shipment to the selected home. An additional 90 days may be authorized if a detailed statement of circumstances beyond your control is furnished the shipping officer to support your request for storage in excess of 90 days. Storage beyond 180 days is not authorized.
You may have articles required for immediate use shipped to selected home by an expedited mode.	See your Personal Property Transportation Officer for entitlement.

NOTE: For complete details regarding storage and shipment of household goods, see your Personal Property Officer.

*Exceptions to the time limit for shipment and storage of household goods are made in those instances described in the above section on travel of Navy members and their dependents.

The commanding officer of the service activity determines whether or not base facilities are available to retired personnel. It must be remembered that the commanding officer must first take into consideration the number of active duty personnel that must be served by the base. The use of a base facility is a privilege which may be granted, not a right to which a retired member is automatically entitled.

The United States Naval Home

The United States Naval Home, Gulfport, Miss., is a naval station maintained to provide a home for officers and enlisted personnel of the Navy and Marine Corps and of the Coast Guard (when they served in that organization as part of the Navy) who may be entitled to admission.

The home, under management control of the Naval Military Personnel Command, is available to officers and enlisted members (male and female) who have been separated from service under honorable conditions or who are eligible to receive retired pay and who are unable to support themselves by manual labor.

Applicants must be of suitable moral character and must be in such physical condition at the time of entry into the home that they can be adequately cared for by the existing facilities.

Medical Care

The terms USHBP and CHAMPUS apply to one of the most important benefits available to retired members with dependents—especially the member who heads a growing family.

• USHBP stands for the Uniformed Services Health Benefits Program, one of the most comprehensive programs of medical benefits in the United States today.

Covered under USHBP are retired members, dependents of retired members, and survivors of deceased active duty or retired members.

The program's benefits are available either in a uniformed services medical facility (Navy, Army, Air Force and certain Public Health Service facilities) or in civilian facilities under the part of the USHBP called CHAMPUS (Civilian Health and Medical Program of the Uniformed Services).

• CHAMPUS is that part of the overall USHBP program which provides for medical care for retired members and dependents in civilian facilities (civilian hospitals, clinics, doctors' offices, doctors' visits, etc.).

You don't have to subscribe, enroll or pay premiums for the benefits of USHBP. The key is an ID card. Make sure your authorized dependents have current cards.

Don't expect dental care under USHBP because Congress did not intend that it be a dental care program. "Denticare" legislation is being considered by Congress and may be available in the future. There is some authorized dental care under USHBP, but it is generally that dental care which is medically necessary in the treatment of an otherwise covered medical (not dental) condition, is an integral part of the treatment of such medical treatment, and is essential to the control of the primary medical condition.

USHBP belongs to all the uniformed services and the commissioned corps of the Public Health Service (PHS) and the National Oceanic and Atmospheric Administration.

For further information on USHBP and CHAMPUS, see chapter 8, "Medical and Health Care."

Veterans Benefits for Retirees

The Veterans Administration (VA) is the agency responsible for administering the major veterans' programs authorized by Congress. Retirement has been considered the same as discharge for the purpose of VA benefits. Therefore, the benefits administered by the VA which are available to personnel being separated or discharged from active service are available under the same conditions to retired personnel.

Eligibility of individual retired members for specific VA benefits must be determined by the VA. The Navy Department has no control over benefits authorized by law and payable by other government agencies. The percentage of disability determined by the Navy for retirement purposes does not affect the determination of percentage of disability determined by the VA for VA benefits. The role of the Navy Department consists only of furnishing to the VA information which might be requested by that agency concerning the retired Navy member's military service and military retired pay.

The VA has regional offices and centers throughout the United States. Questions concerning VA benefits should be addressed to the nearest VA office.

To assist the VA in providing efficient service, you should submit a copy of your retirement orders, DD 214N, when first seeking a benefit. Always give your full name, address, and social security number. When contacting the VA about benefits claims, address your regional office and give your VA file or claim number.

The VA is authorized by law to guarantee loans for homes; to administer the National Service Life Insurance, United States Government Life Insurance, Servicemen's Group Life Insurance and Veterans Group Life Insurance programs; to provide medical benefits to disabled veterans and veterans of wartime service; to administer financial benefits payable to eligible veterans and their survivors; to provide special training and other aids to disabled veterans; to provide educational assistance or benefits for veterans, depending on their service dates; to administer the contributory educational assistance program for veterans who entered active duty on or after Jan. 1, 1977; and to administer certain burial benefits.

Federal and State Benefits

Unemployment Compensation

Your eligibility for unemployment compensation will be determined by the law of the state in which you file a

claim. Receipt of retainer pay may prohibit or reduce payment of unemployment compensation in some states. Also, receipt of lump-sum payment for days of accrued, but unused, military leave may postpone payment of unemployment compensation in some states.

You may receive unemployment compensation for ex-servicemen (Title 5, U.S. Code, Chapter 85) if you meet the following requirements:

- At least 90 days' continuous active service, with discharge under conditions other than dishonorable or bad conduct.
- Unemployment occurring at the time of filing.
- Any other eligibility conditions prescribed by the state against which the member files a claim.

Benefits will not start until after:

- Any period for which you are receiving certain educational or vocational training allowances from the Veterans Administration.
- The applicable waiting period, if any, provided by the law of your state.

The local office of the state employment service should be contacted to determine eligibility. If there is no office in your locality, ask the local postmaster for the address of the nearest office. In applying you will need separation form DD 214N, your social security card, and record of civilian employment, if any, both before and after military service.

Federal Civil Service Preference

Retired persons, by reason of their military service, may be eligible for preference in competition examinations for an original Civil Service appointment.

Five points are added to the earned rating of an applicant who makes a passing grade and is an honorably separated veteran who served on active duty in the armed forces:

- During any war (the official dates for war service are April 6, 1917, to July 2, 1921 and Dec. 7, 1941 to Dec. 31, 1946.
- During the period June 25, 1950 through July 1, 1955.
- In a campaign of expedition for which a campaign badge or service medal has been authorized.
- For more than 180 consecutive days, any part of which occurred after Jan. 31, 1955, and before Oct. 15, 1976, not counting an initial period of active duty for training under the six-month Reserve or National Guard programs.

Ten points are added to the earned rating of an applicant who makes a passing grade and who establishes a claim to preferences having active wartime or peacetime service and has a service-connected disability or is receiving compensation, disability retirement benefits, or pension under the laws administered by the Veterans Administration, Army, Navy, Air Force, Coast Guard, or Public Health Service.



A veteran who has been awarded the Purple Heart for wounds received in action is considered to have a service-connected disability.

In some cases, a 10-point veteran's preference also may be awarded to the spouse of a 10-point veteran with a service-connected disability, or to:

- The unremarried spouse of an honorably separated veteran who served on active duty during any war, or during the period April 28, 1952, to July 1, 1955, or in any campaign or expedition for which a campaign badge or service medal was authorized. This includes the widow or widower of those who died on active duty during the same periods.
- The mother of a veteran who died under honorable conditions while on active duty during the same period, or who became permanently and totally disabled because of a service-connected disability, provided she is widowed, divorced, or separated from the father or he is permanently and totally disabled.

VA Educational Assistance to Children, Spouses, and Surviving Spouses of Disabled or Deceased Retirees

Educational assistance is available under the Dependent's Educational Assistance Program to the children, spouses, or surviving spouses of members retired with total and permanent disability or deceased retired members if their disability or death was a result of service in the armed forces during any period after the beginning of the Spanish-American War on April 21, 1898.

Age limits of children are generally between 18 and 26. But, in some instances, children below or above those age limits who are otherwise eligible may be permitted to receive assistance. Benefits will be afforded beyond an eligible person's 21st birthday only to permit completion of an unexpired semester or an incompleted course in an educational institution not operating on a semester or quarter system.

Applications and further information are available from the VA regional office serving the state or area in which the child is living.

GI Bill Educational Benefits

The GI Bill Educational Benefits for eligible veterans is explained in Chapter 14, "Veterans Benefits."

Other Educational Assistance

The Navy itself has no funds for the purpose of awarding scholarships or any other form of student aid to dependents of naval personnel. Through the years, however, individuals, institutions and wives' clubs have established scholarship funds for sons and daughters of Navy, Marine Corps and Coast Guard members and former members. These groups establish eligibility criteria for their awards, maintain control of the funds, and appoint their own selection committees to determine the recipients. The role of the Director of the Naval Military Personnel Command is to provide a centralized source of informational material and applications in the Dependents' Scholarship Program and to process the applications and school transcripts before submitting them for consideration to the various sponsors of the award.

The deadline for receipt of applications and transcripts at the Naval Military Personnel Command is March 15 prior to the fall term of college.

As new groups and individuals are frequently added to the list of scholarship sponsors, and new information becomes available, *The Scholarship Pamphlet* (NAVPERS 15003 series), available from NMPC, and the application procedures are reviewed each year. Therefore, it is wise to request current material before applying.

In addition, many educational institutions have loan funds from which a student may borrow to assist in meeting education expenses. Inquiry should be made to the college or university which the student is attending or plans to attend.

The Navy Relief Society offers a guaranteed student loan program to assist Navy and Marine Corps service members' dependent children in obtaining a college education or vocational training after completion of high school.

Children eligible for assistance are unmarried dependent sons and daughters (including stepchildren and legally adopted children) of:

- Personnel of the Regular Navy and Marine Corps of the United States.
- Personnel of the reserve components when on extended active duty.
- Retired Regular or Reserve Navy or Marine Corps personnel who are in receipt of retired or retainer pay after 20 years' active duty or who have been medically retired.

Benefits from Private Organizations

Navy Relief Society

Personnel on the retired list of the Regular Navy and Marine Corps and reservists who are in receipt of retired or retainer pay after 20 years' active duty or who have been medically retired retain their eligibility to use the various services offered by the Navy Relief Society. See Chapter 10, "Family Assistance."

American Red Cross

The American Red Cross, through the combined efforts of staffs in local chapters and in Veterans Administration offices, assists in preparing and developing claims for VA benefits.

Chapter and national organization staff help with requests for review and correction of military records. Chapter workers also help with applications for other federal and state benefits, including those available under the Survivor Benefit Plan.

The Red Cross provides information about, and help in obtaining, needed services from other agencies, offers counseling in personal and family problems, and assists in planning to meet financial needs.

By agreement with the Navy Relief Society, in areas where there is no Navy Relief Auxiliary, Navy and Marine Corps personnel and their dependents may apply for aid through the Red Cross. If Navy Relief authorizes assistance, the Red Cross will advance the funds and be reimbursed by the society.

The local chapter serving your community may be contacted for further

information about its program, the services offered and the opportunity for you to serve as a Red Cross volunteer helping other active and former Navy and Marine Corps personnel.

Veterans' and Other Organizations

Seventy organizations, including state agencies, have been authorized to present and prosecute claims to the Veterans Administration on behalf of veterans and their dependents. These are either chartered by Congress, designated by Congress, or otherwise recognized by the Veterans Administration. Only one organization may represent you at any one time. Contact the local chapter of veterans' organizations for further details.

Death and Burial of Retired Members

The Casualty Assistance Branch of the Naval Military Personnel Command (NMPC-642) will, upon request from survivors of deceased retirees, inform them of benefits for which they may qualify through the Navy and other agencies by reason of the military service of the deceased.

This service is furnished in lieu of that provided through the Casualty Assistance Calls Program in the case of death of active duty members. This assistance may also be requested from the nearest naval activity.

The surviving spouse or immediate survivor of the retired member may also receive advice and assistance from various service and veterans' organizations. Representatives of these organizations will be glad to furnish aid in completing any required forms and information concerning benefits.

There is no charge for gravesites or for the opening or closing of graves in a national cemetery. However, expenses incident to preparation, casketing or transportation of remains from the place of death to a national cemetery must be met from private funds.

Both the VA and the Social Security Administration provide partial reimbursement of burial expenses under certain conditions, regardless of whether the burial is in a national cemetery.

A member or former member whose last active service terminated honorably is eligible for burial in a national cemetery, except Arlington, in which grave space is available.

If an individual—retiree or dependent—wishes to be buried at sea or to have cremated remains scattered over the ocean, that wish should be indicated in writing. Upon death, the individual designated to make disposition of the remains should contact the District Medical Officer at the nearest Naval District who will provide assistance.

A headstone or grave marker is available without charge for any deceased veteran of wartime or peacetime service whose last period of active service was terminated honorably. The VA also will allow a maximum of $53 toward the purchase price of a headstone or grave marker if it is more desirable to purchase one from a commerical supplier. Application for reimbursement may be made on VA Form 21-8834, Application for Reimbursement of Headstone or Marker Expenses.

An American flag will be furnished by a VA office or a first-class post office to drape the casket of each retired member. The flag is delivered to the next of kin following interment.

The renditions of military ceremonies or honors depends upon the status of the decedent and upon the availability of American forces troops at an armed forces installation near the national cemetery. If it is determined by the commander of such installation that troops are not available, the next of kin or his representative may be able to arrange for the rendition of honors by members of local veterans' organizations.

For more information on death and burial benefits of retired members, see Chapter 12, "Survivor Benefits."





Check-off List for Retired Personnel and Survivors

The head of a family should make things easier for that family by having papers in order so as to inform dependents of their rights and benefits.

Retired Members

Protect your family. Read and review the *Navy Guide for Retired Personnel* (see the publications chart accompanying this story) with your family. Keep them informed of their rights and benefits. Complete the Record of Personal Affairs found in this guide.

Keep your address current. Notify, as appropriate, the Naval Reserve Personnel Center, Navy Finance Center, Veterans Administration and the Naval Military Personnel Command.

Safeguard your records. Keep copies of your naval records and retirement papers orderly and in a safe place. Members who elected participation under the Survivor Benefit Plan should include information to that effect. Pre-Sept. 21, 1972, retirees who retained coverage under the Retired Servicemen's Family Protection Plan (RSFPP) should keep RSFPP Election Notice with important papers. Information from these records will be needed to apply for certain benefits.

Keep your beneficiary current. Make changes as necessary due to change in marital status, deaths, etc.

Correspondence concerning benefits. In all correspondence, identify yourself completely by full name, rank/rate, service/file number, social security number and branch of service. If corresponding with the VA, include your claim number.

Periodic check on Social Security. Check, approximately every three years, your Social Security status.

Periodic check on insurance policy. Check your insurance policies periodically to ensure current beneficiary. Holders of term contracts should consider converting to permanent plan insurance.

Obtain and read the applicable publications in the accompanying list.

Survivors

Burial in a national cemetery, reimbursement of burial expenses and headstone information described above.

Notification in event of member's death. Immediately upon death of retired member, forward one copy of death certificate to the Navy Finance Center. Give current address for yourself or executor of estate. This will assist in expediting payment of survivor benefits.

Review the Personal Affairs Record. Verify essential information concerning retired member and location of important documents.

Benefits for survivors. Don't hesitate to apply for any benefits to which you think you are entitled. Enclose all documents required by application.

Advice and assistance. Contact the VA, Red Cross, appropriate veterans' organizations, Casualty Assistance Branch of the Naval Military Personnel Command, or any naval activity for additional information and help.

Publications of Interest to Retirees

Retirement and Other Benefits

Disability Separation (NAVEDTRA 46601 series). American Forces Information Service, Department of Defense. Contains information about procedures leading to disability retirement or discharge and describes benefits accruing when physical disability ends an active military career.

Federal Benefits for Veterans and Dependents (VA Fact Sheet IS-1) Washington, Government Printing Office. Contains general information concerning most federal benefits enacted by the Congress for veterans, their dependents and beneficiaries.

Once a Veteran (NAVEDTRA 46602 series). American Forces Information Service, Department of Defense. Contains information on benefits available from the Veterans Administration and other federal agencies for service members to be released from active duty.

Reference Guide to Employment Activities of Retired Naval Personnel (NAVSO P-1178). Office of the Judge Advocate General, Department of the Navy, 200 Stovall St., Alexandria, Va. 22332. Explains the Dual Compensation Act, conflict of interest and other restrictions on civilian employment.

Your Social Security. Social Security Administration, U.S. Department of Health and Human Services. Contains information concerning Social Security benefits as a result of service.

Your Personal Affairs (NAVEDTRA 46600 series). Office of Information for the Armed Forces, Department of Defense. Contains general information about matters affecting the personal affairs, including insurance and benefits, of service members and their families.

Veterans Preference in Federal Employment (EV 2), U.S. Office of Personnel Management, Washington, D.C.: Government Printing Office. Explains the preference given to veterans in federal employment.

Retired Military Personnel in Federal Jobs (EV 4), U.S. Office of Personnel Management, Washington, D.C.: Government Printing Office. Explains the restrictions imposed upon retired military personnel in federal employment.

Federal Job Information Centers Directory (BRE-9), U.S. Office of Personnel Management, Washington, D.C. 20415. A listing of Federal Job Information Centers throughout the United States where answers can be provided to questions about federal employment.

Your Retirement System (Pamphlet 18). U.S. Office of Personnel Management, Washington, D.C.; Government Printing Office ($3.00). Contains questions and answers concerning the Federal Civil Service Retirement Law.

Tax and Insurance

Armed Forces Federal Income Tax (NAVSO P-1983), Office of the Judge Advocate General, Navy Department, 200 Stovall St., Alexandria, Va. 22332. Covers most of the federal income tax problems encountered by active duty personnel.

Tax Credit for the Elderly (Publication No. 524). This document may be obtained free from District Directors of the Internal Revenue Service.

National Service Life Insurance (VA Pamphlet 90-3). Veterans Administration. Contains information on premium rates on National Service Life Insurance.

United States Government Life Insurance (VA Pamphlet 9-1). Veterans Administration. Contains information on premium rates on United States Government Life Insurance.

Servicemen's and Veterans Group Life Insurance Handbook (VA Handbook 29-75-1). Veterans Administration. Contains general information on Servicemen's Group Life Insurance and Veterans Group Life Insurance.

Survivor Benefit Plan for Retired Members of the Uniformed Services (NAVEDTRA 46605C, Revised 1979). American Forces Information Service, Department of Defense. Contains information about the Survivor Benefit

Plan under which members of the armed forces can provide incomes for their widows and eligible surviving children after their death. (Each prospective retiree should be provided a copy.)

Additionally, the three publications described below contain comprehensive, up-to-date information on military retirement that the retiree should find particularly useful.

Navy Guide for Retired Personnel and Their Families, (NAVPERS 15891 series). Provides detailed information on retired rights, benefits and privileges. In accordance with *BuPers Manual* article 6220120, this publication will be provided to career personnel prior to retirement. Copies may be ordered in accordance with NAVSUP 2002, COG 1 stock No. 0500-LP-345-1021. After retirement, current editions may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

Shift Colors (formerly the *Retired Naval Personnel Newsletter*). Published quarterly, updates information provided in the *Navy Guide for Retired Personnel and Their Families* and serves as an official line of communication between the Navy and members of the retired community to keep them informed of new legislation, significant changes in regulations and policy, and recent developments in the Navy. Retirees' names are entered automatically on the subscription list. Members who, for some reason, do not receive an issue within six months after retirement should contact the Commanding Officer, Naval Reserve Personnel Center, Code 03, New Orleans, La. 70149.

Uniformed Services Almanac. An unofficial digest of information on military pay and benefits. Mail all orders and communications to *Uniformed Services Almanac,* P.O. Box 400, Washington, D.C. 20044.

Periodicals

All Hands. Navy Internal Relations Activity, Office of the Chief of Information, Government Printing Office, Washington, D.C. 20402.

Journal of the Armed Forces. 1710 Connecticut Avenue, NW, Washington, D.C. 20009.

Naval Affairs. Fleet Reserve Association, 1303 New Hampshire Avenue, NW, Washington, D.C. 20036.

Sea Power. Navy League of the United States, 818 18th Street, SW, Washington, D.C. 20006.

Navy Times. Army Times Publishing Company, 475 School Street, SW, Washington, D.C. 20024.

The Retired Officer. Retired Officers Association, 201 North Washington St., Alexandria, Va. 22314.

The United States Naval Institute Proceedings, United States Naval Institute, Annapolis, Md. 21402.



Where To Go For Information

IF YOU HAVE QUESTIONS:	GET ANSWERS FROM:
Your orders transferring you to the Navy's retired/Fleet Reserve lists.	Director, Retirement/Fleet Reserve Div. Naval Military Personnel Command (NMPC-23) Navy Department Washington, D.C. 20370
Service Record information and verification of dependent ID cards	Naval Reserve Personnel Center New Orleans, La. 70149
Retired pay and allowances, SBP annuities or arrears of pay	Navy Finance Center Retired Pay Department (NFC-30) Anthony J. Celebrezze Federal Bldg. Cleveland, Ohio 44199
Miscellaneous Navy retirement assistance	Retired Personnel Support Section Naval Military Personnel Command (NMPC-641E) Navy Department Washington, D.C. 20370
Who to notify when retiree dies	Navy Finance Center Retired Pay Department (NFC-302) Anthony J. Celebrezze Federal Bldg. Cleveland, Ohio 44199
Change of next of kin or beneficiary if you hold National Service Life Insurance or United States Government Life Insurance	The Veterans Administration office that maintains your insurance records.
If you hold Servicemen's Group Life Insurance	Office of Servicemen's Group Life Insurance 212 Washington St., Newark, N.J. 07102
Verification and issuance of medals or unit awards	National Personnel Records Center Military Records Branch 9700 Page Boulevard St. Louis, Mo. 63132
Articles, books, scripts or speeches you have prepared for commercial publication and desire a review of for security, accuracy and policy.	Office of the Chief of Information (OI-211), Navy Department Washington, D.C. 20350
Passports	Passport Office Department of State Washington, D.C. 20524
Government publications	Superintendent of Documents U.S. Government Printing Office Washington, D.C. 20402
Uniformed Services Health Benefits Program (USHBP) or the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS)	The Health Benefits Counselor at the nearest Navy or Marine Corps command or, The Surgeon General of the Navy (USHBP-CHAMPUS Office) Bureau of Medicine and Surgery, Washington, D.C. 20372
Admission to the United States Naval Home	Governor, United States Naval Home Gulfport, Miss 39501
Federal government Civil Service retirement system	Bureau of Retirement Insurance and Occupational Health U.S. Civil Service Commission Washington, D.C. 20415
Financial aid programs under the U.S. Office of Education	Office of Education U.S. Department of Health, Education and Welfare, Washington, D.C. 20202.
Education scholarships under the Dependents' Scholarship Program	Community and Personal Services Division Naval Military Personnel Command (NMPC-641A1) Washington, D.C. 20370
Assistance from the Navy Relief Society	The local chapter of the Navy Relief Society or, The local chapter of the American Red Cross or, Headquarters, Navy Relief Society Room 1228, 801 North Randolph St. Arlington, Va. 22203
Assistance to survivors of deceased retirees	Casualty Assistance Branch Naval Military Personnel Command (NMPC-642) Washington, D.C. 20370
Application for headstone or grave marker	Director, Monument Service Veterans Administration 811 Vermont Ave., N W Washington, D.C. 20420



Veterans Benefits

For some service members, the transition back to the civilian community offers little difficulty. For others, the move is full of uncertainty. To aid eligible veterans leaving the Navy after retirement or after their enlistment obligation, a wide range of services and benefits is available, many of them tailored specifically to the needs of military veterans.

This section includes several tables which provide the latest *information available on benefits administered by the Veterans Administration (VA). Specific requirements and more detailed information are available from VA offices located in major cities throughout the country.*

Active duty service members can also get answers to many questions from their Command Career Counselor, personnel officer or education officer.

* * *

Majorcare 90

A primary concern of many families leaving military service is the sudden absence of medical coverage that occurs following a member's discharge. To help alleviate this, a major insurance company, through an agreement with the Department of Defense, offers a 90-day medical insurance policy (Majorcare 90) which covers service members leaving the military while they establish permanent policies.

Majorcare 90 limits participation to veterans who served on active duty for 30 days or more. The policy excludes retirees and those individuals who served less than four months for training purposes.

The policy costs $25 for the service member, $25 for spouse and $10 for each child, up to three children. The plan covers four or more children for the price of three.

Benefits of the Majorcare 90 policy (which includes a $25 deductible for each episode) are payable for up to 52 weeks for illness or accidents which may occur during the 90-day period immediately following discharge. These benefits include:

1. Payment of up to $36 daily for hospital room expenses, plus any services or supplies used during hospitalization.
2. Payment of 80 percent of fees for outpatient or inpatient treatment by physicians and surgeons, and also for diagnostic X-ray and laboratory examinations, private nurse and ambulance services, including cost of supplies and equipment rentals.
3. Upon death as a result of an accidental injury which occurred within 90 days of discharge, a payment of $1,000 will go to designated beneficiaries Death must be from *accidental* causes. An accidental injury which occurred on the 90th day after discharge (the last day of the period covered) and caused the death of the insured 91 days *later* will not meet the terms of the policy as an insurable injury.

Majorcare 90 will not cover the expenses of childbirth or resulting complications, dental services, ear or eye examinations for hearing aids or glasses, congenital or pre-existing conditions. When double coverage exists, the policy does not pay expenses for care covered by other forms of compensation.

To apply for the Majorcare 90 program before you leave the Navy, contact your personnel officer.

VA Medical/Dental Services

Veterans discharged or released from active military service under conditions other than dishonorable may be entitled to certain medical and dental care at VA health care facilities.

Veterans requiring hospitalization because of injuries or disease incurred while on active duty have top priority for admission to VA medical facilities. Veterans who were discharged or retired for disability and need treatment for some ailment not connected with their service will be admitted just as soon as the space becomes available.

Other veterans who cannot pay for hospital charges elsewhere may be treated or admitted to VA hospitals on a space available basis. Ability to pay does not apply to any veteran who is 65 or older or is receiving a VA disability pension.

VA facilities also provide outpatient services to veterans in need of medical examinations, consultation or counseling, and prescription medicines or drugs.

Outpatient medical treatment includes home health services such as structural alterations and home improvements deemed necessary for the continuation of treatment at home.

VA medical and dental assistance is dependent upon the veteran's needs and eligibility.

Navy Rights & Benefits

Unemployment Compensation

For veterans returning to civilian life without a new job awaiting them, perhaps the first and most important thing to do is register with the nearest local State Employment Commission and apply for unemployment compensation payments.

It is not necessary for veterans to file for unemployment benefits in their state of record. After leaving the service, veterans may file in any state where they plan to reside or work. However, it is beneficial to file promptly. Weekly unemployment checks are not retroactive; they begin only after a veteran makes application.

Full-time Jobs

Although employment assistance is not one of its basic responsibilities, the VA provides guidance and information whenever possible. VA personnel, with offices at most state employment locations, counsel veterans on available benefits and privileges.

The U.S. Office of Personnel Management can assist veterans who seek jobs in federal service. Other sources of employment information and assistance are:

- Federal Job Information Centers. (Consult telephone directory for address or ask operator for the toll-free telephone number.)
- USVACs (U.S. Veterans Assistance Centers) which are located at most VA regional offices.
- Any VA office.
- Any federal agency personnel office.
- State and local government employment offices.

Many levels of government—state, county, and municipal—give returning service personnel veterans' preference. The preference is generally in the form of additional points added to passing job testing scores.

Vocational Rehabilitation

The Vocational Rehabilitation Program helps the service-disabled veteran select, prepare for, and secure work that is in line with personal goals, interests, abilities and physical capacities.

Veterans discharged, released, or retired from service under other than dishonorable conditions and who have been determined by the VA to need training to overcome handicapping effects of a service-connected disability may be eligible to participate in a program of vocational rehabilitation.

Basically, a veteran has nine years from date of discharge to complete vocational rehabilitation training. A four-year extension may be granted for unusual circumstances. Seriously disabled veterans may be granted longer periods to finish training; the VA determines the period of eligibility on a case-by-case basis.

In most cases, the period of education or training will not exceed 48 months, but more time may be provided if necessary. Most veterans attend school full time, but it is possible for them to attend on a three-quarter or half-time schedule.

The VA will pay training expenses, including tuition, fees, necessary books, supplies and equipment, and will pro-



Table 17. Monthly Rate of Subsistence Allowance

Type of Training	Number of Dependents			
Institutional	None	One	Two	Each Add'l Dep.
Full-time	$241	$298	$351	$26
Three-quarter time	181	224	263	19
Half-time	120	149	176	13
Farm cooperative, apprentice, or other on-the-job training				
Full-time	210	254	293	19

vide—monthly—a non-taxable subsistence allowance to veterans in training. This is in addition to any compensation or other benefits to which a veteran may be entitled.

Table 17 shows a schedule of current monthly subsistence payments.

Educational Assistance

The VA administers two basic educational assistance programs for veterans and service persons—the GI Bill and the new Veterans Educational Assistance Program (VEAP).

GI Bill

Veterans who served on active duty for more than 180 continuous days, any part of which occurred after Jan. 31, 1955, but before Jan. 1, 1977, and who (a) were released under conditions other than dishonorable, (b) were discharged for a service-connected disability or (c) continue on active duty are eligible for educational benefits under the GI Bill.

Also eligible are those who contracted with the armed forces and were enlisted in or assigned to a reserve unit before Jan. 1, 1977, and, who as a result of this enlistment or assignment, served on active duty for more than 180 days, any part of which began within 12 months after Jan. 1, 1977, and who were discharged from active duty under conditions other than dishonorable.

Each eligible person with 18 continuous months or more of active duty is entitled to 45 months of full-time educational benefits, or the equivalent in part-time benefits. Those with less than 18 continuous months of active duty are entitled to 1.5 months of full-time benefits (or the part-time equivalent) for each month of active duty served.

As an example, a veteran (with spouse and one child), having 12 months of continuous service, will have 18 months of full-time benefits available. If the veteran/student attends school on a half-time basis, $211 will be paid directly to the veteran for 36 months (approximately four school years). Table 18 shows the various monthly amounts a veteran will receive under the current rates for GI Bill users. These payments are non-taxable.

Full-time institutional training consists of 14 semester hours unless the school has certified to the VA that it considers 12 hours to be full-time.

A cooperative program is a full-time program of education. It consists of institutional courses and alternate phases of supplemental training in a business or industrial establishment.

Eligible veterans and service persons may select a program of education, an apprenticeship or on-the-job training program, farm or flight training at any approved educational or training establishment which will accept them. Vocational or educational counseling will be provided by the Veterans Administration on request.

Under the law, each person is entitled to one change of program. Subsequent changes may be approved by the VA. A change from one program to another when the first is a prerequisite to the second is not considered a change of program.

Veterans who have not received a high school diploma (or equivalency certificate) or who need deficiency or refresher courses before enrolling in a program of education or training may pursue these courses without charge to their basic entitlement.

GI Bill eligibility generally ceases at the end of 10 years from the date of the veteran's release from active duty or Dec. 31, 1989, whichever occurs first.

Tutorial Assistance

Veterans who use the GI Bill may also be eligible to participate in a program of tutorial assistance. Its purpose is to assist veteran/students to successfully complete an educational goal by providing special help to overcome deficiencies in required subjects.

The school must certify that tutorial help is needed to correct a deficiency in a course which is an essential part of the veteran's program of study.

Veterans may receive up to $69 monthly until a maximum of $828 is received. Payments are made as reimbursements, not as advance allotments. Application for reimbursement should be made promptly after completion of the month or term in which tutoring was received. Benefits may only be paid,

however, for tutoring received within the one-year period preceding the date the claim was received by the VA.

VA Work-Study Program

Veterans using their GI Bill educational benefits who enroll full-time in college degree, vocational or professional programs may "earn while they learn" under the VA Work-Study Program. Veterans in a vocational rehabilitation program are also eligible to participate in the work-study program.

Selection of applicants is based primarily upon a veteran's need to supplement monthly educational assistance or subsistence allowances. The number of applicants selected will depend upon the availability of VA-related work at the veteran's school or at VA facilities in the area.

Veterans may work a maximum of 250 hours per semester (or other enrollment period). Payment will be at the rate of $3.10 per hour, or an amount equal to the hourly minimum wage, whichever is greater. A veteran may work less than 250 hours depending upon work availability, class schedule and personal needs.

Under the work-study agreement, veterans may receive payment for 40 percent of the hours of services in advance. After the advance, additional payments are made in arrears for each 50 hours of service performed.

Services performed under the VA Work-Study Program must be VA-related in nature. Examples of such services might include processing of VA paperwork at schools of VA regional offices, outreach services under the supervision of a VA employee, and services performed at VA medical facilities and offices of the VA National Cemetery System. These examples are not all-inclusive—the nature of work will depend upon a veteran's interests and the type of work situation available.

VEAP

The Veterans Educational Assistance Program has replaced the old GI Bill for Navy people who entered the service for the first time after Dec. 31, 1976. Individuals who entered the Navy on or after Jan. 1, 1977, are eligible to participate in the contributory program by setting aside from $50 to $75 each month in an educational fund. Uncle Sam will add two dollars for each dollar you put in the fund. If you contribute the maximum amount each month for three years you will accumulate, with the government's contribution, $8100 ($2700—your contribution, plus $5400 from the government) which can then be used to pay educational expenses after you complete your first obligated period of duty or after separation (if you had at least 181 days of service).

Although $75 per month is the maximum, Navy people can set aside as little as $50 each month or any $5 increment in between. Members must agree to participate in the program for a minimum of 12 consecutive months, but exceptions can be made in cases of financial hardship.

VEAP is more than simply a savings account. Members will be entitled to the total amount in their account after completing their initial enlistment or period of obligated service, if they use it in a VA-approved educational program. If a member decides, after being released from active duty, not to continue his or her education, the member's share of the fund will be refunded after notifying the VA.

If, after attending school for several months, a veteran or active duty serv-

Table 18. GI Bill Rates

	No Deps.	1 Dep.	2 Deps.	Each Add. Dep.
INSTITUTIONAL:				
Full-time	$311	$370	$422	$26
Three-quarter	233	277	317	19
Half-time	156	185	211	13
COOPERATIVE	251	294	334	19
APPRENTICESHIP/OJT				
1st 6 Months	226	254	277	12
2nd 6 Months	169	197	221	12
3rd 6 Months	113	141	164	12
4th and any Succeeding 6-Month Period	56	84	108	12
FARM COOPERATIVE				
Full-time	251	294	334	19
Three-quarter	188	221	251	15
Half-time	126	147	167	10
ACTIVE DUTY, OR LESS THAN HALF-TIME	Tuition cost, not to exceed rate of $311 for full-time; $233 for 3/4 time; $156 for 1/2 time or less but more than 1/4 time; $78 for 1/4 time or less.			
CORRESPONDENCE	Entitlement charged at rate of one month for each $311 paid.			
FLIGHT	Entitlement charged at rate of one month for each $288 paid.			

ice person decides to drop out, the remainder of the fund may either be withdrawn or left in the account in anticipation of returning to school.

Matching funds will be paid directly to students for the same number of months as they participated in VEAP if they attend school full time. If a Navy person contributed for 24 months, for instance, he or she (if attending school on a full-time basis) could receive as much as $225 a month for 24 months ($75 contributed plus $150 matched funds equals $225). If you attend school part time, your entitlement will extend over a longer period but your educational assistance allowance payments will be less. (See Table 19.)

PREP

Without charge to a participant's basic VEAP entitlement, an active duty service member may pursue PREP (Predischarge Education Program), a program designed to help those persons needing to complete a high school education or to take refresher or deficiency courses as preparation for admission to a post-secondary program.

VA Education Loans

Veterans using their GI Bill benefits and those enrolled in VEAP are eligible to apply for a VA education loan. Direct loans from the VA are available for students needing assistance beyond regular allowances to meet educational costs.

Loans are not granted, however, based on enrollment in correspondence, flight, high school, apprenticeship, on-the-job training or PREP programs.

Students enrolled in a standard college degree program may borrow up to $2,500 per academic year. Lesser amounts are available for shorter periods of enrollment. For example, a veteran may borrow up to $1,250 for one semester or $830 for one quarter. If enrolled in a third semester, fourth quarter or summer session of at least 10 weeks' duration in addition to the academic year, a veteran may borrow up to $3,330. Approval of a loan depends on a veteran's needs, income and on other guidelines.

Table 19. VEAP Contributions

Your contribution	You save	Government contribution	Total
After One Year			
$50.00 a month	$ 600.00	$1200.00	$1800.00
$55.00 a month	$ 660.00	$1320.00	$1980.00
$60.00 a month	$ 720.00	$1440.00	$2160.00
$65.00 a month	$ 780.00	$1560.00	$2340.00
$70.00 a month	$ 840.00	$1680.00	$2520.00
$75.00 a month	$ 900.00	$1800.00	$2700.00
After Two Years			
$50.00 a month	$1200.00	$2400.00	$3600.00
$55.00 a month	$1320.00	$2640.00	$3960.00
$60.00 a month	$1440.00	$2880.00	$4320.00
$65.00 a month	$1560.00	$3120.00	$4680.00
$70.00 a month	$1680.00	$3360.00	$5040.00
$75.00 a month	$1800.00	$3600.00	$5400.00
After Three Years			
$50.00 a month	$1800.00	$3600.00	$5400.00
$55.00 a month	$1980.00	$3960.00	$5940.00
$60.00 a month	$2160.00	$4320.00	$6480.00
$65.00 a month	$2340.00	$4680.00	$7020.00
$70.00 a month	$2520.00	$5040.00	$7560.00
$75.00 a month	$2700.00	$5400.00	$8100.00

The interest rate for VA education loans is currently seven percent per annum on the unpaid balance. No interest accrues on the loan balance until the beginning date of repayment, which begins nine months after a veteran ceases to be at least a half-time student. A veteran has 10 years and nine months to repay the loan.

A loan fee (currently three percent of the loan amount), which goes into an insurance fund for defaults, is deducted from the loan. Therefore, if a loan of $2,000 is approved a veteran will actually receive $1,940.

Repayment may be made in annual, semiannual, quarterly or monthly installments. There is no penalty for repaying in advance all or any part of the loan. Repayment of both principal and interest is deferred during any period of enrollment on a half-time or more basis.

VA Home Loans

The VA *guaranteed* home loan program offers advantages that other loan programs do not. The major advantage of the VA home loan program is that most VA loans are made with little or no down payment. The borrower also has the right to repay all or part of the indebtedness at any time without premium or penalty.

The home loan offered under the VA's major program is not a *direct* loan but a *guaranteed* loan covering 60 percent of the mortgage, up to a maximum $25,000. For a mobile home, the VA guarantee is 50 percent of the loan, up to $17,500. The exact amount of a veteran's entitlement is shown on the *Certificate of Eligibility* that many veterans receive from the VA shortly after discharge. Veterans who do not have this

document should contact their nearest VA regional office.

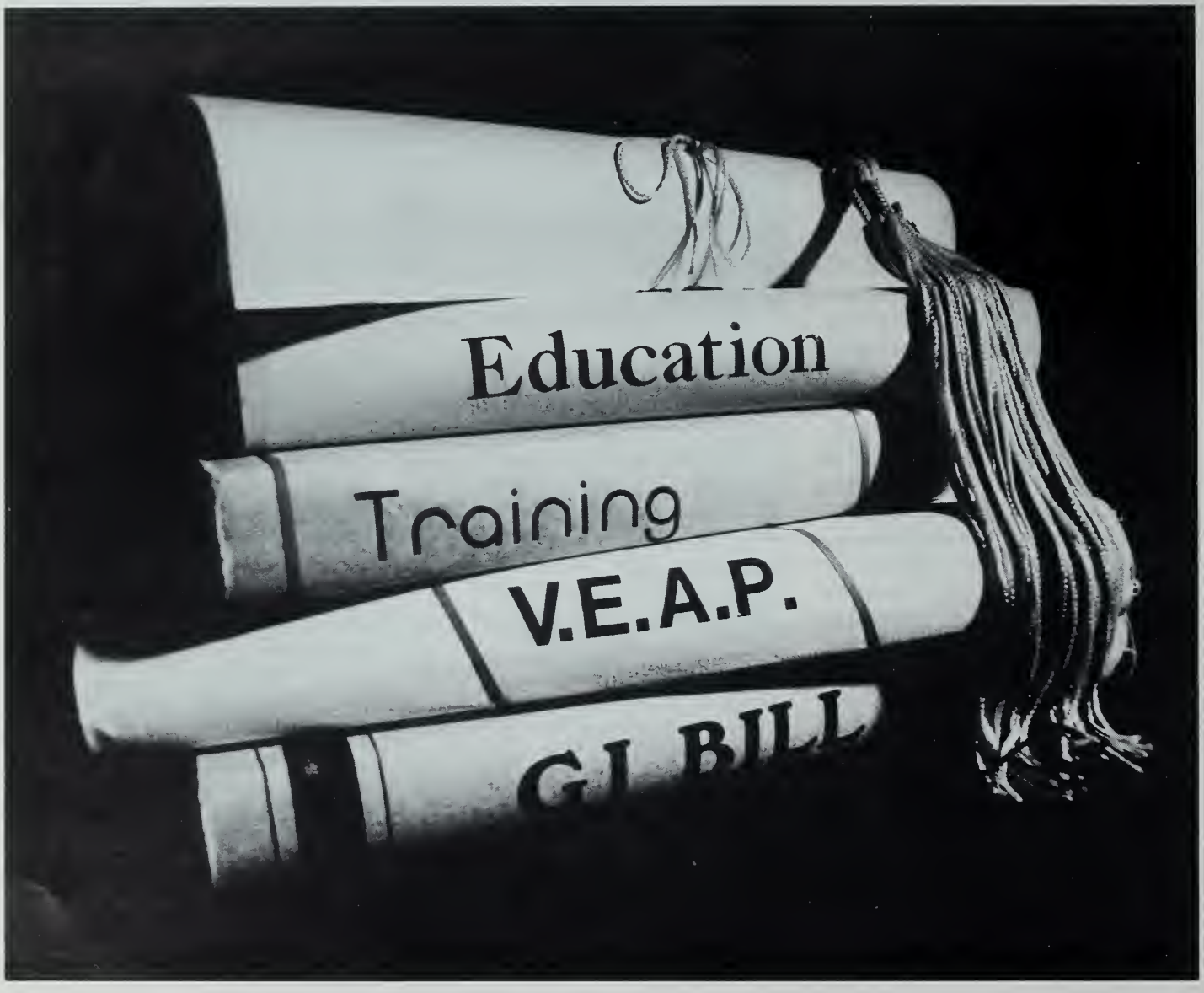
Veterans can use their entitlement to purchase, build, alter, improve, refinance or repair a home. There is no requirement that the entitlement must be used within a certain period of time. VA home loan eligibility remains available until used.

To be eligible for a VA home loan, a veteran must have been discharged under conditions other than dishonorable. Generally, 90 days of *total* active duty during wartime, or 181 days of *continuous* service during peacetime, are required for eligibility for a VA home loan. A shorter period of service may be sufficient if a veteran was discharged or released sooner because of a service-connected disability. Men and women who have served more than 180 days on a regular active duty enlistment can qualify, but those on active duty for reserve training cannot.

To obtain a home loan, veterans should contact a real estate broker or one of the usual lending institutions—banks, savings and loan associations, insurance companies and mortgage companies. Although there is no maximum loan amount, some lenders will limit loan amounts to four times a veteran's entitlement. For example, a veteran with full entitlement ($25,000 guarantee) might be able to obtain a $100,000 home loan subject, of course, to the veteran's ability to qualify for the loan from an income and credit standpoint. In all cases, however, the greater the guarantee entitlement in relation to the loan amount, the more favorable will be the prospect of obtaining the loan.

As long as some entitlement remains, a veteran may qualify for an additional home loan, but the veteran must certify that he or she occupies or intends to occupy the property as a home.

As an example, a veteran may use remaining entitlement to obtain a loan for a second home and rent the first home to acquire income to apply against the first mortgage. As an alternative, the veteran may want to refinance the first mortgage to obtain funds to cover the costs of remodeling. The only restriction on the use of remaining entitle-





ment is that a veteran who bought a mobile home with a VA loan may not obtain a second mobile home with VA financing until he or she disposes of the first mobile home.

After selling a residential property financed with a VA loan, a veteran may be released from liability to the government. This is usually accomplished when the loan is paid in full or when the VA agrees to let a buyer assume the veteran's loan obligation.

When the loan is paid in full, or when another veteran substitutes his or her entitlement for that of the original veteran/borrower, *used* entitlement can be restored. If either of these conditions are met, a veteran who sells a VA-purchased home should make application to have *used* entitlement restored.

* * *

The VA-sponsored benefits outlined in this section, as well as benefits like Majorcare 90, can be of great assistance to veterans. As explained, some of the programs can also help members still on active duty, whether they seek a college education or a loan to purchase their own homes.

For many of the veterans' programs, there is no time limitation imposed. Eligibility for other benefits, however, does expire. Table 20, Veterans Benefits Timetable, gives several VA programs and eligibility expiration dates.

Keeping VA Posted

Do you have one of these policies with the Veterans Administration?

United States Government Life Insurance
National Service Life Insurance
Veterans Special Life Insurance
Service Disabled Veterans Insurance
Veterans Reopened Insurance

Do you keep the VA informed of your current address?

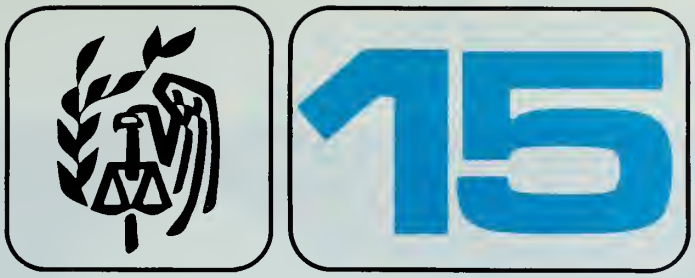
If you need to submit a change, send it to one of the addresses listed (whichever holds your insurance records) giving your name, VA insurance file number, and your mailing address:

Veterans Administration Center
P.O. Box 8079
Philadelphia, Pa. 19101

Veterans Administration Center
Federal Building, Fort Snelling
St. Paul, Minnesota 55111

Table 20. Veterans Benefits Timetable

You Have (after separation from service)	Benefits	Where To Apply
10 years or until Dec. 31, 1989, whichever comes first.	**GI EDUCATION:** The VA will pay you while you complete high school, go to college, learn a trade, either on the job or in an apprenticeship program.	Any VA office
10 years	**VEAP:** The VA provides financial assistance for education and training of participants.	Any VA office
No time limit	**GI LOANS:** The VA will guarantee your loan for the purchase of a home, mobile home, or condominium.	Any VA office
No time limit	**DISABILITY COMPENSATION:** The VA pays compensation for disabilities incurred in or aggravated by military service. Payments are made from date of separation if claim is filed within 1 year from separation.	Any VA office
No time limit	**MEDICAL CARE:** The VA provides hospital care covering the full range of medical services. Outpatient treatment is available for all service-connected conditions, or non-service-connected conditions in certain cases. Alcohol and drug treatment is available for veterans in need of help for drug dependency.	Any VA office or hospital
1 year	**DENTAL TREATMENT:** The VA provides dental care for certain service-connected dental conditions. The time limit does not apply for veterans with dental disabilities resulting from combat wounds or service injuries.	Any VA office or hospital
1 year (from date of notice of VA disability rating)	**GI INSURANCE:** Low cost life insurance (up to $10,000) is available for veterans with service-connected disabilities. Veterans who are totally disabled may apply for a waiver of premiums on these policies.	Any VA office
120 days (or 1 year with evidence of insurability); or up to 1 year if totally disabled.	**VGLI:** SGLI may be converted to a 5-year nonrenewable term policy. At the end of the 5-year term, VGLI may be converted to a policy with a participating insurance company.	Any VA office (for information)
No time limit	**EMPLOYMENT:** Assistance is available in finding employment in private industry, in federal service and in local government.	Local or state employment service, U.S. Office of Personnel Management Any VA office.
Limited time	**UNEMPLOYMENT COMPENSATION:** The amount of benefit and payment period varies among states. Apply immediately after separation.	State employment service
90 days	**REEMPLOYMENT:** Apply to your former employer for employment.	Employer
No requirement	**SELECTIVE SERVICE:** Veterans are no longer required to contact the Selective Service after separation from service, regardless of whether they previously registered with that agency or not.	Not required



Your Obligations

Along with the many rights and benefits which are an integral part of your Navy career, there are other rights and benefits which you enjoy as an American citizen. Most of these are basic guarantees of the Bill of Rights and they deal with your right to privacy, your right to speak freely, your right to assemble, and your right to worship.

But these rights and benefits carry implicit obligations and moral responsibilities which you owe to yourself, to the members of your family, and to your country. You are bound, for example, to share in the expenses of the government by filing federal, state, and local tax returns and by paying the taxes imposed, according to your income.

You also have a responsibility to obey and uphold all laws—federal, state and local—anything from registering your automobile, to obtaining a license for your pet. As a Navy member, you are expected to meet, as well, your financial responsibilities and pay debts which you incur.

Your right to vote is very important. In most instances special privileges have been given to military personnel to enable them to exercise their right to vote. Your vote gives you a means by which you help control those who make decisions which affect you as an American citizen.

This chapter discusses some of these obligations and responsibilities which go hand in hand with the rights and benefits we all enjoy.

* * *

Voting

Congress determines salary levels, benefits and the very nature of life in the military. But you have a fundamental right to choose those who will represent you and make the decisions that affect your life and career. This right does not diminish as the distance from the voting booth increases.

Yet, few military people exercise their right to vote. In the 1976 election, less than 40 percent of eligible military members voted. This low voter participation is attributed in part to state laws governing absentee voting, and the fear many service people have that voting may incur added tax liability in their home states.

According to information from the Federal Voting Assistance Program office, the most frequently cited reason for not voting in the 1978 election was the lack of information. Apathy on the part of military members, however, still seems to be the main reason for not voting.

A recent amendment to the Federal Voting Assistance Act of 1955 and the Overseas Citizens Voting Rights Act of 1975 should serve to simplify and standardize state voting procedures. This amendment also includes provisions that will help clarify applicable tax laws.

If you are a civilian stationed overseas, the Overseas Citizens Voting Rights Act of 1975 protects your right to vote in federal elections in the state in which you resided before going abroad, even if you no longer maintain a residence in that state. Congress recently extended voting rights to those outside the territorial limits of the United States who do not have passports or State Department ID cards, making it possible for the approximately one-half million people living in Mexico and Canada (where passports and ID cards are not mandatory) to vote in U.S. elections.

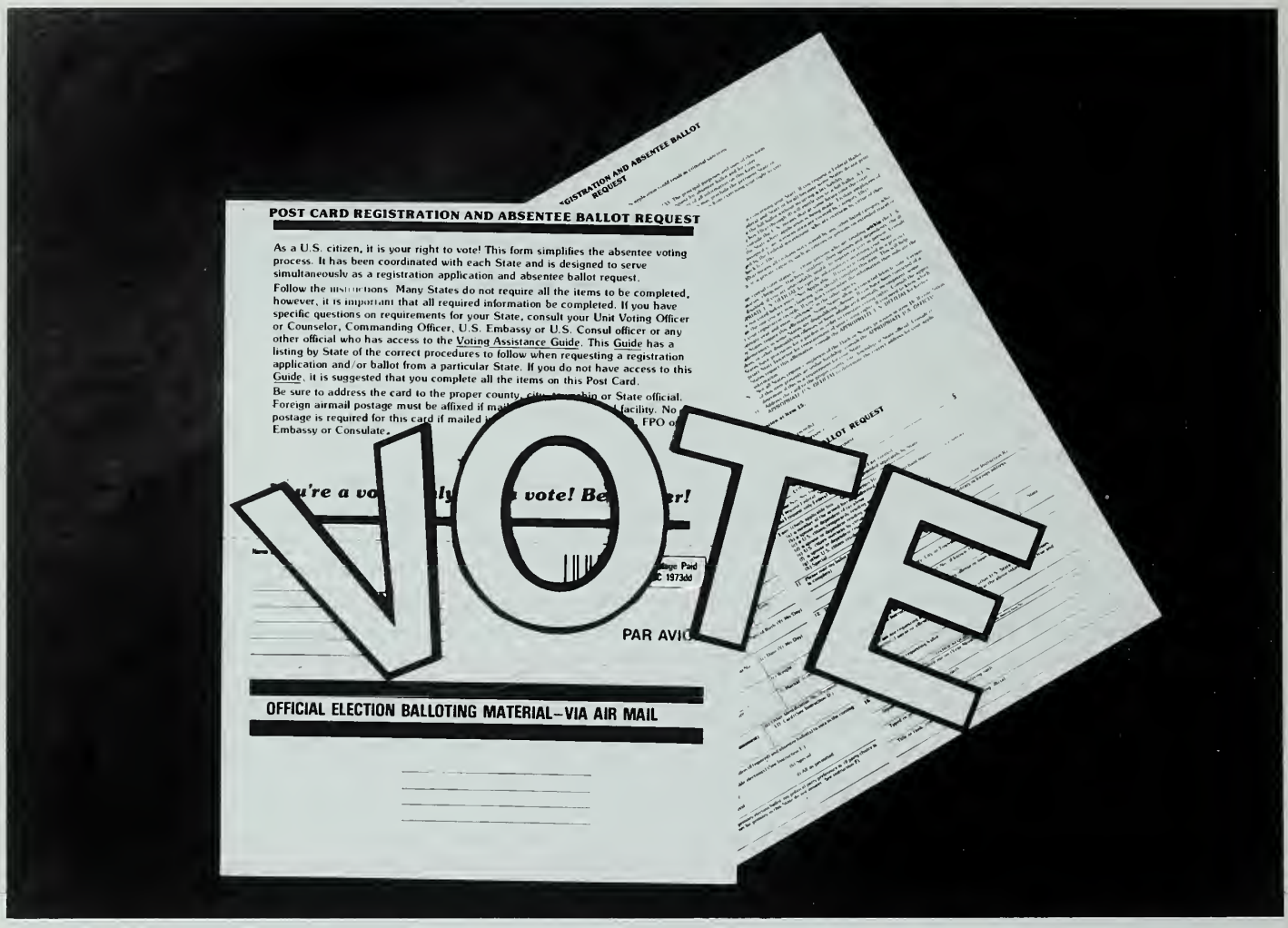
The Federal Voting Assistance Act applies to absentee voting from within and without the United States. You are still required to meet certain qualifications established by each state.

When registering by absentee ballot, you must supply certain information to the voting officials in your home state by a deadline if you are required to register. Each state has its own procedures. For example, service members and their spouses and dependents may register and vote absentee in all 50 states and in the District of Columbia, Guam, and the Virgin Islands.

As a general rule, states allow 17-year-olds to register if they will be 18 on or before the election date.

Many states recognize the registration request process as a simultaneous application for an absentee ballot. In effect, this waives the preregistration requirement while other states require a separate request by federal postcard application for first, registering, and second, requesting an absentee ballot. However, this waiver is not always granted, and if granted, is not necessarily granted to all categories of voters in that particular state. This means you may be required to fill out a form for registration, then another form to request an absentee ballot, all by set deadlines.

Though most states allow for a request



to be written in any form, the simplest way to obtain an absentee ballot is by way of the Federal Post Card Application (FPCA). This postage-free card is distributed by your voting officer or voting counselor for use by absentee voters. If it has been filled in correctly and mailed in time, you should receive either a registration form, absentee ballot, or both, depending on the state. If you receive no communication from the voting officials within a reasonable amount of time, submit a second FPCA.

Some states require that the absentee ballot envelope be sealed in the presence of a notary public or commissioned officer, so read the instructions on the back of the envelope carefully. If you have a question, ask your voting assistance officer or counselor before you vote. You have the right to mark your ballot in secret and it is illegal for anyone to try to influence your vote.

Mail the completed ballot so that it gets to your local election board before the deadline for counting ballots. Members of your family who are qualified to vote can seek the assistance of your command's voting officer or voting counselor.

Since time spent in the Navy may count toward meeting residency requirements for voting, you could establish legal residence and vote in the state in which you are stationed. However, when you change your state or residence for voting purposes, it also affects educational benefits, state taxation obligations, and other aspects that you must consider. Contact your legal assistance officer for information.

Several states allow "proxy" registration and ballot application. Depending upon the state, a proxy may be a blood relative or a person authorized by the voter to act as the agent in requesting registration forms and applying for an absentee ballot. State requirements vary—check with the voting assistance officer for more information.

If you anticipate being at your voting residence on election day, you should consider voting in person. This virtually assures you that your vote will be counted. Voting in person does not necessarily preclude registration by absentee ballot. In a number of states, applying for an absentee ballot will not automatically rule out voting at the polls. A few states even permit someone who has already marked and returned an absentee ballot to vote in person (in which case, the absentee ballot would not be counted).

Keep in mind that the key to intelligent voting is knowing the issues. You can keep up-to-date by writing home for voter information.

Taxes

Along with the rights and benefits of

citizenship, you share certain responsibilities and obligations. Paying taxes is a big part of that responsibility. You have the same obligation to file federal, state and local income tax returns as do all residents and citizens of the United States. However, like other federal employees, you cannot exclude amounts received from any agency of the United States for services rendered in a foreign country or within U.S. possessions. This means no matter where you are stationed, your military basic pay is taxable by the federal government and your own state and local governments.

If your gross income for the year was $1,000 or more, you are required to file a federal income tax return. As with any rule, there are exceptions, so you should check with the Internal Revenue Service or base legal assistance officer.

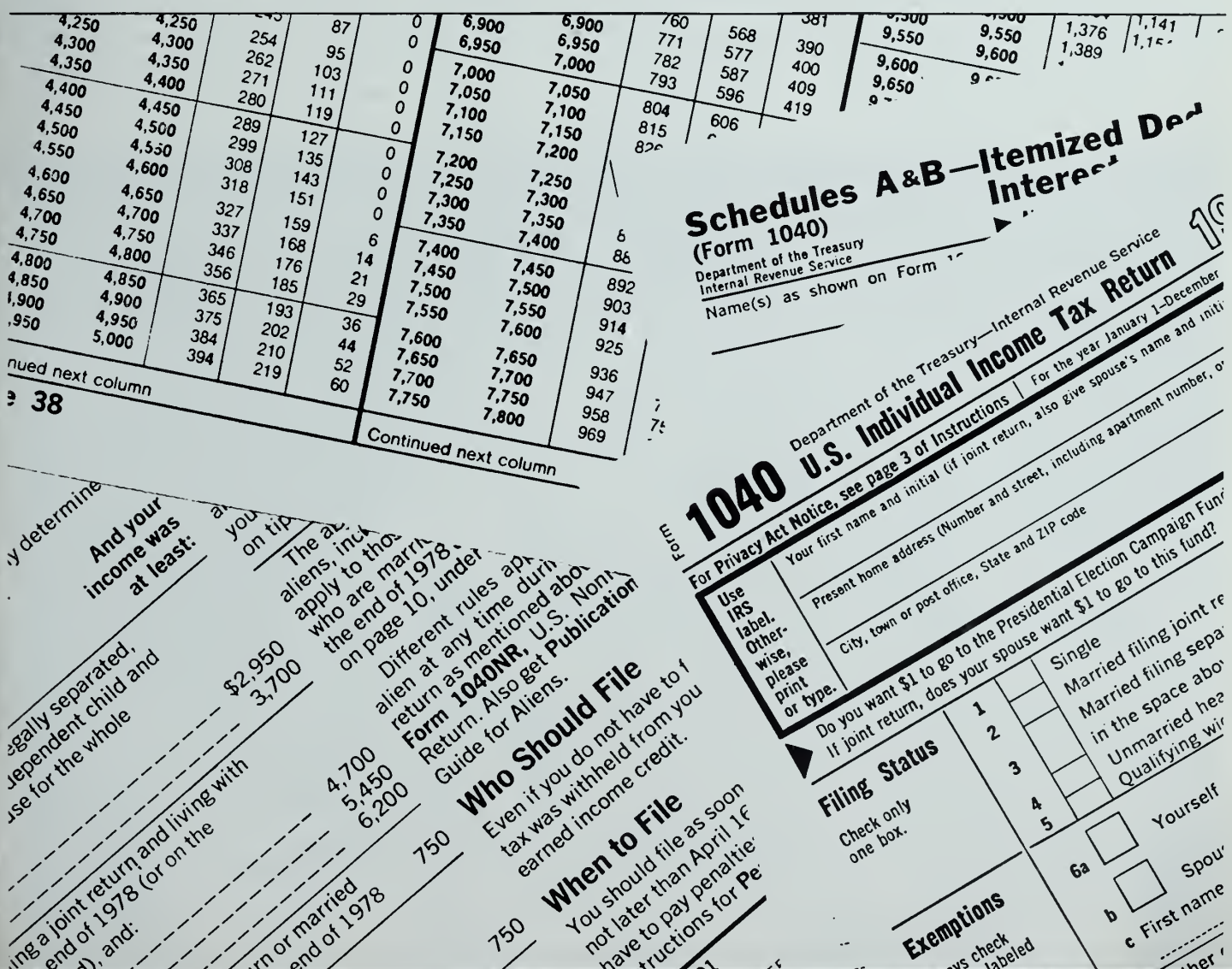
If net earnings from self-employment are $400 or more, you must file a return with respect to self-employment tax, even if you are not liable for federal tax. Also, if you are not liable for filing but had tax withheld from wages or made payments on a declaration of estimated tax, you should file a return to recover the withheld amount.

If you were a bona fide resident of a foreign country for an entire calendar year, or lived in a foreign country for 510 days or 18 consecutive months, you may claim only foreign tax credits. The new deductions for home leave travel, schooling expenses, qualified housing expenses and cost-of-living differential are not available if either spouse is eligible for and in receipt of tax-exempt quarters or subsistance allowances. A completed Form 2555 should be attached to the tax return submitted for that year.

If you are residing or traveling outside the 50 states and Puerto Rico on the normal (April 15) due date, you are allowed a two-month extension for filing your return, but you must explain why you took advantage of the extension and pay interest on the unpaid tax, if any, from the original due date. If you are traveling or living outside the United States, you can still receive a two-month extension for filing by sending in Form 4868 along with the full amount of estimated unpaid tax liability.

In case of undue hardship, you may apply for an extension of time to file by using Form 2688 or by letter sent on or before the due date for filing. This application should state: reason for extension; whether returns for the past three years were filed timely and if not, why not; and whether a declaration of estimated tax was required for the year, and if so, whether each payment was made on time. When granted this type of extension, you will be required to pay interest on unpaid tax liability.

Generally, you may use short Form 1040A if all of your income was from



wages, tips, and not more than $400 in dividends or $400 in interest. Any deviations from the simplified form such as itemizing deductions, claiming alimony, business, or travel or moving expenses, may require use of Form 1040. To determine which form you should use, consult the guidelines in the instruction manual that accompanies your tax return form.

Federal income tax, generallv determined on the basis of one exemption, is withheld from the taxable pay earned by non-resident aliens only while they are serving or working within the United States. No income tax is withheld from their pay earned while serving on sea duty or within a foreign country. Non-resident aliens should use Form 1040NR, regardless of the nature of income or the rate of tax. Form 1040 cannot be used even if the non-resident alien served within the United States during the entire tax year. If you qualify as a non-resident alien, you should file Form 1040NR with the Internal Revenue Service Center, Philadelphia, Pa. 19255.

A non-resident alien Filipino may claim credit on his Republic of the Philippines income tax return for income tax paid to the United States. This claim must be supported by copies of U.S. federal tax return and W-2 forms. A Philippine income tax return is required if annual income is 1,800 pesos or more. Phillippine income tax returns and instructions may be obtained from the Bureau of Internal Revenue, Manila, or from Republic of the Philippines embassies and consulates.

For more information, non-resident aliens should obtain IRS Publication 519, U.S. Tax Guide for Aliens.

Your tax-paying responsibilities don't stop at the federal level. Depending upon where you call home, you may be liable for state or local tax (city or county).

The Soldiers' and Sailors' Civil Relief Act protects your military pay against taxation by the state in which you are not a legal resident, but are residing by virtue of military orders. Income derived from a business, rental property, or civilian employment can be taxed by the state in which it is earned.

Your spouse or child is not protected by the act and may be subject to income tax by two or more states. If this occurs, contact your local legal assistance office to aid in resolving the matter.

On Oct. 4, 1976, Congress enacted Public Law 94-455, which requires mandatory withholding for state income taxes upon the state's request. All income-taxing states are making a concerted effort to locate delinquent taxpayers and are imposing penalties and interest for failure to file and pay appropriate state taxes.

Although several states impose no personal income tax, or exempt military pay, you may still have to file a return for record purposes even though you may not owe tax. Filing a return also shows intent to retain legal domicile in that state, thus protecting yourself against claims by other states.

Members from cities and counties which impose income taxes should correspond directly with the authorities of those jurisdictions to ascertain if there is a tax liability.

It is important not to confuse the terms "home of record" and "state of legal residence." There may be a difference. State of residence or domicile refers to the place where you, as a Navy member, intend to return and live after your discharge or retirement, and where you have a permanent home. "Home of record" is used to determine travel allowances upon separation from active duty.

Enlisted people may change their "home of record" any time they sign a new enlistment contract. Officers may change theirs only to correct an error or after a break in service.

Your state of legal residence does not change so easily. It usually stays the same wherever you go. This protects you from having to pay taxes in a state in which you live only because you are in the military.

To change your state of legal residence, certain specific actions should be taken. In most cases, you will actually have to live in the new state. You show your intentions by registering to vote in the new state, buying property, titling and registering your car in the new state (notifying your old state), preparing a new last will and testament indicating your new state as your legal residence and paying taxes to the new state.

Unless you show such clear intentions, your state of legal residence probably will not be changed. If you don't make certain it has been changed, you may find you are not entitled to certain privileges which depend on legal residence, such as eligibility for lower resident tuition rates at state universities or eligibility to vote and hold public office.

Particular care should be taken to make sure your pay records are up to date concerning your state of legal residence. If they are not right, you may wind up paying taxes to the wrong state, or paying taxes and penalties in both.

If you have any doubt about your state of legal residence, contact your legal assistance office. If your records are not correct, get a "State of Legal Residence Certificate," DD Form 2058 from your finance officer. When you complete this form and turn it in, the state currently shown on your records will be notified of the change.

Financial Responsibilities

Just like any other citizen, a military member is expected to pay just debts and to pay them on time. Nonpayment of a debt can lead to serious consequences for one's military career, even up to receiving an administrative discharge from the service.

The armed forces do not have legal authority to make you pay private debts, nor can they act as a collection agency by taking part of your pay to settle a debt. (Under Public Law 93-647, part of your wages can be garnished for court-ordered alimony and child support payment.) Yet the Department of Defense is required by law to provide certain information about you to your creditors that may aid in tracking you down. For example, information that must be made available to anyone who requests it includes your name, rank, date of rank, salary, present and past duty assignments, future assignments that are final, military phone number

and address.

If you find you can't meet payments, go to your legal assistance officer right away. The legal assistance officer normally can't represent you in court but can tell you what your legal rights are and may be able to suggest a workable plan for saving your credit standing and your military career.

Also, don't discount the financial management information you can obtain through the Navy Relief Society, which also might be able to grant you an interest-free loan.

There are several other avenues open to you that could ease your financial problems:

• You may be able to arrange for your creditors to extend the contract time, thus reducing the size of the payments until you are back on your feet financially. You may be charged more interest or finance charges in the long run, but your debt will become manageable. Also, your creditors will have proof of your good faith and intention to pay your just debts.

• Set up an appointment with a loan counselor at your credit union or bank. He or she can aid you in setting up a credit arrangement. If your creditors agree, you could arrange an allotment of an agreed sum each pay period. This allotment would be paid into the credit union where a credit union officer would pay each of your creditors an amount proportionate to the total you owe each of them.

• Another form of relief is to negotiate a consolidation loan. Again, this may cost you more in the long run, but at least it will lower your monthly payments to a more reasonable amount.

• Some people seek to solve their debt problems with a second mortgage on their homes. Since the lender on the second mortgage has less claim on the home than the holder of the first mortgage, the interest rate on the second mortgage will be higher.

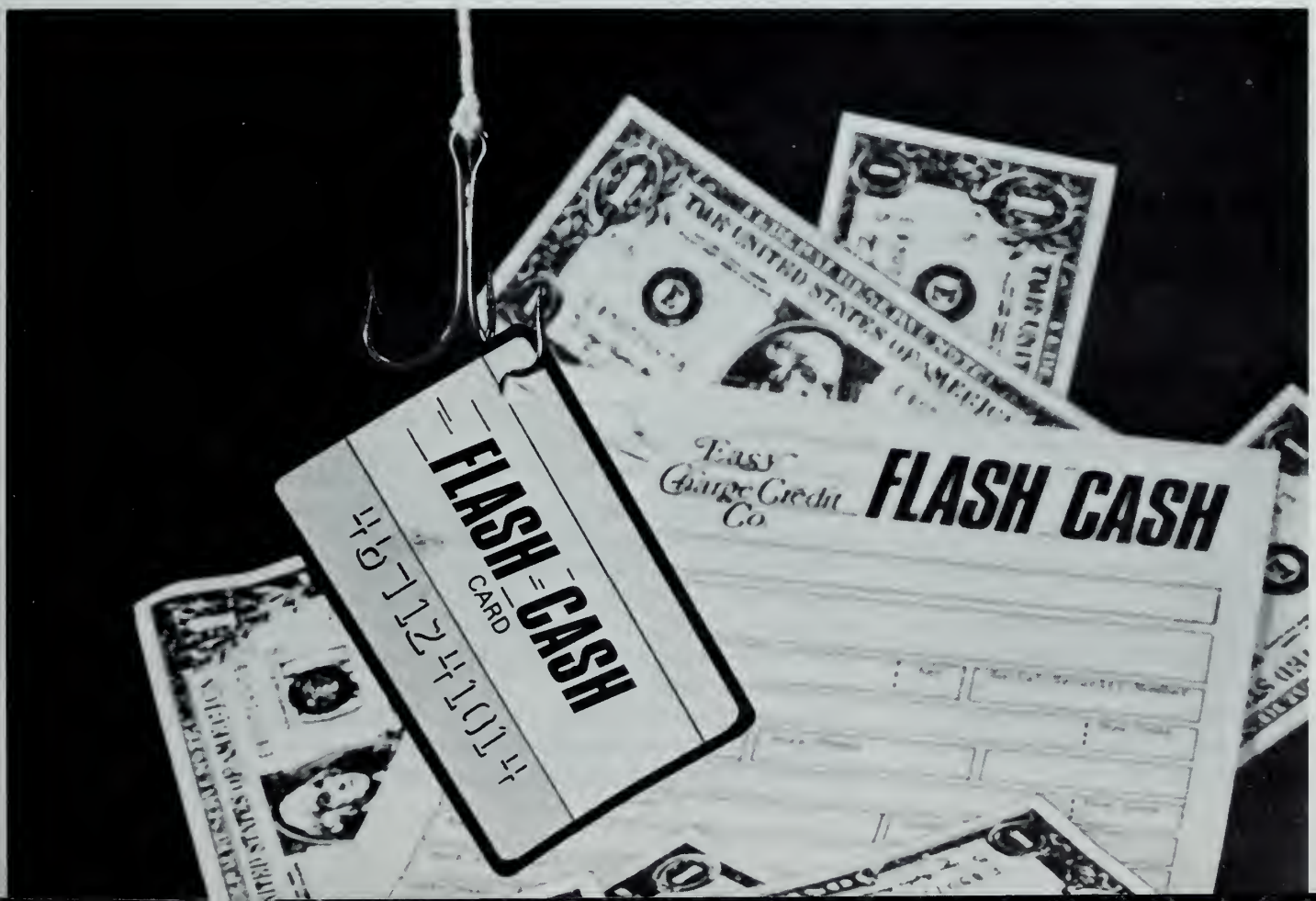
When you take out a second mortgage on a home, usually you must make payments on both the first and second mortgages at the same time. Before deciding on this move, be sure you can make the double payment. A hastily arranged second mortgage you can't handle can cost you the home in which you already have substantial interest.

• Another possibility, in a severe debt situation, is the wage earner bankruptcy plan. A debtor can take up to three years to pay off debts under this plan. Consult your legal assistance officer before making this move.

• As a last resort, you can file a regular bankruptcy petition; members of the armed forces have the same rights as other individuals. This action, however, could be detrimental. Consult your legal assistance officer before taking this very serious and final step.

If, for one reason or another, you do fall behind in your payments, you still are protected against certain harassment procedures used by debt collectors. Under the Fair Debt Collection Practices Act, debt collectors are not permitted to contact third parties, including your commanding officer, other than to ask about your identity and whereabouts. The debt collector cannot tell a third party that you owe any debt or call any third party more than once, except to correct or supplement information.

In attempting to contact you, debt





collectors normally must make their calls between 8 a.m. and 9 p.m. If you have an attorney, the debt collector must contact your attorney rather than you.

If you notify the debt collector in writing that you refuse to pay or that you wish not to be contacted again, the debt collector is forbidden to contact you except to tell you that no further efforts will be made to collect, or to inform you of any legal actions being brought against you.

Harassing or threatening conduct, use of obscene or profane language or repeated telephone calls intended to annoy you are forbidden. Misrepresentation of the debt collector's business or of any of the remedies that might be involved is also forbidden.

Post cards—which can be read by other people—cannot be used by debt collectors.

Within five days of initial contact, debt collectors must send you a written notice telling the amount of the debt, name of the creditor to whom it is owed and a request that the debtor (you) acknowledge the debt.

If you don't feel that you owe the debt, you should immediately tell the debt collector *in writing* that you dispute the debt.

You can dispute the amount even if the promissory note you signed is sold to somebody else. If your new car is defective, you can still dispute the debt, even if the dealer you purchased the car from sold your note to a bank.

If you feel you are being harassed in any way, contact your legal assistance officer. He or she can advise you of your right to bring legal action against the collector.

Legal Obligations

When you change duty stations, more than likely you change states or even countries. Being in the Navy does not excuse you from obeying the laws of that state or country. It is your responsibility to learn the laws of the area in which you are stationed.

If you bring your car with you to your new duty station, you must inquire about regulations regarding registration, licensing, taxes, title fees, inspection and insurance. Usually, your welcome aboard package will contain such information. If it doesn't, find out for yourself.

In many states, if your automobile is registered in the state of your domicile (home state) in your name alone, you are not required to obtain new license plates. If licensed in the state where you were last on duty, in your name alone, you usually may continue to use plates from that state until they expire; thereafter you must license your car in the state of your domicile or the state where you are currently residing. If your car is licensed jointly in your name and someone else's (such as your spouse or parent), you may be required to obtain license plates and register your car in the state in which you are currently residing.

Each state differs and it's important that you find out about any laws that may affect you and your family. These can include: handgun laws, pet licensing, real estate and personal property tax laws, and traffic laws. Remember, ignorance of the law is no excuse. You will be held accountable for your actions.

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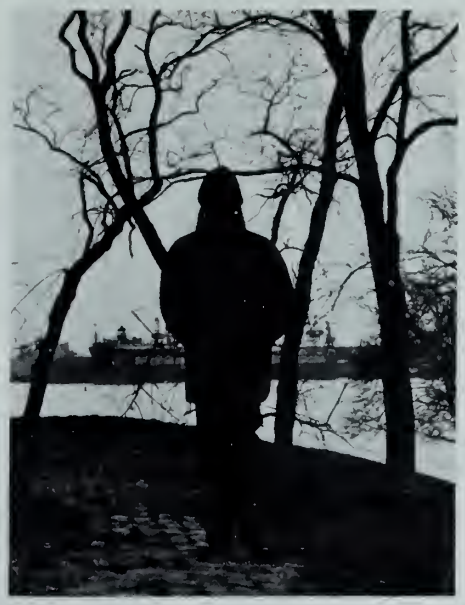
Air Traffic Controllers
Spirits of Ft. McHenry



Rear Admiral William P. Lawrence—a former POW—is greeted by Secretary of the Navy Edward Hidalgo during POW-MIA Recognition Day ceremonies at the Pentagon in July. The admiral was featured speaker at the event honoring those still unaccounted for from the Vietnam War. *See Bearings, page 40.* *(Photo by PH2 Bob Hamilton.)*

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Front: Air Traffic Controller Second Class Jeff Firth updates status board during training period at NATTC Memphis. See page 36. Photo by PH1 Michael Wood.
Back: Rear Admiral Jackson K. Parker, who began his service in 1942 as an apprentice seaman. His story begins on page 2. Photo by D. R. Mohr.

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RADM Parker

Tin Can Sailor

As he boarded the destroyer USS *Conolly* (DD 979) at Norfolk Naval Base in June, Captain Jackson K. Parker, USN, heard the announcement: "DESRON 10, arriving."

He answered to the title of Commander, Destroyer Squadron 10 for another two months and then it was all over. Jack Parker was no longer a captain. He became a rear admiral in August.

Rear Admiral Jackson K. Parker is one of the few individuals in recent times to rise through the ranks from apprentice seaman to flag officer in the U.S. Navy. But there were no quantum leaps involved in his achievement; it took 38 years of hard work.

He joined the Navy in January, 1942—just one month after the attack on Pearl Harbor. But he gives initial credit for his decision to a rather unlikely source: his scoutmaster.

When 14-year-old Jack Parker was a Boy Scout in his home town—Rocky Mount, N.C.—his troop was led by a man who'd been a chief signalman in the Navy. That's when he began to think in terms of becoming a sailor.

Back to the present—aboard the *Conolly*, flagship of DESRON 10. Admiral Parker sat on the bridge and stared at the wake of the frigate USS *Ainsworth* (FF 1090), leading his squadron in exercises off the Virginia Capes. "I haven't thought about that for some time," he said. "But it was because of that scout-



Left, Captain Jackson K. Parker boards his flagship USS Conolly. *Right, as an enlisted man during World War II.*

master that my mind began to focus on the Navy. He'd always loved the Navy and, having been a chief signalman, was excellent at teaching semaphore and Morse code.

"Along with knot-tying and many other skills he'd learned in the Navy, he helped us youngsters develop self-sufficiency. In all honesty, I have to attribute my initial interest in the Navy to him."

As he spoke, activity on the *Spruance*-class destroyer's bridge didn't escape the admiral's attention; neither did the talk going on around him. He heard the destroyer's skipper—Commander Ray Sharpe Jr.—speak with his officer of the deck:

"What speed are we up to?"

"We're runnin' at 12 knots right now, sir."

"Soon as we pass the *Canisteo,* kick 'er up to 20."

"Aye, aye, sir."

On the main deck below Admiral Parker, two sailors slapped a coat of gray paint onto a pair of bitts. Behind him, the navigator spoke to the conning officer: "You have two-and-a-half miles to go; then your course will be 110 degrees."

And above him, a boatswain's mate on the open bridge explained to a signalman, "Once you get out to this point, it's a straight shot through the rest of Chesapeake Bay." From the ever-sweeping radar antennas to the tangle of great white pipes in the engine room, Admiral Parker is in his element. He's a destroyer man; except for two tours, he's spent all his sea duty aboard tin cans.

"I like the pace of destroyer life," he said, watching the USS *Canisteo* (AO 99) slip by on the port side. "I've always been attracted to the relative smallness of a destroyer, the cameraderie among destroyer crews. Everyone knows each other aboard a ship this size."

Admiral Parker likes the greyhound image of a destroyer—fast and deadly; he's always felt life aboard them is much more exciting than on cruisers or carriers.

The admiral's life among destroyers began in 1942, when he reported as a third class fireman aboard USS *Mervine* (DD 489). It was small compared with today's tin cans: 1,630 tons. But *Mervine* proved its sturdiness and stayed in one piece more than 20 years after the Third Reich collapsed.

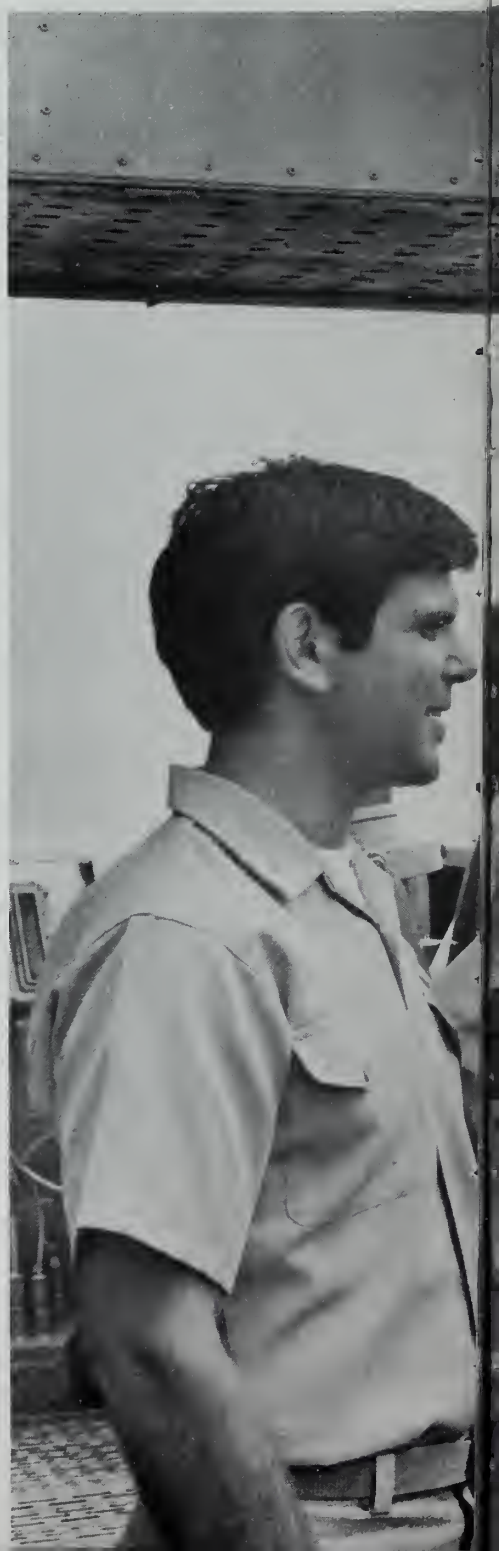
At that time, Petty Officer Parker saw action "in essentially every major fleet operation or landing that occurred in the Atlantic and Med—Sicily, North Africa, Normandy and southern France." During those landings, he didn't dwell on the military or political consequences of what was happening. Mostly, he just tried to stay alive and kept himself busy "just doing what I was supposed to be doing." It's been a lifelong habit. Admiral Parker thought about his wartime service and recalled what it was like in those days.

"The laundry services as we know them now simply didn't exist. Back in the berthing compartments, we had buckets stored on racks and when you had to do laundry, you took a bucket off the rack, filled it with saltwater, got yourself a cake of saltwater soap and proceeded to wash your clothes. Sometimes, if the supply was reasonable, you could rinse them in fresh water. But clothes always had to be washed in saltwater." It wasn't a part of shipboard life that could be pointed to as a reenlistment incentive.

"There also wasn't any ship's store aboard the *Mervine,*" Admiral Parker continued. "I recall the chief watertender—the same as a chief boiler technician today—was the one who provided necessities to the crew. When we were in port, he'd buy toothpaste, soap, toothbrushes and other items with his own money. Then after we put out to sea, he'd open up one of the repair lockers and sell these necessities to the crew." He lifted a pair of binoculars to his eyes and looked through them. "That was our ship's store," he ended.

While Admiral Parker gazed at the horizon, another example came to mind.

"You know, we didn't have a disbursing officer, either, aboard that ship. We didn't get paid at sea—we were paid in port. I remember the excitement of entering New York Harbor late at night because that meant money was on the way and we were usually flat broke. A disbursing officer would meet the ship and pay the crew so we could go ashore. In those days, you couldn't go ashore until you got paid."



CAPT Parker on the starboard bridge wing with some Conolly *men.*

Going by those examples, it's easy to see that shipboard life in the Navy has improved a great deal since World War II.

As conditions in the Navy progressed, so did Admiral Parker's career. He'd been a chief machinist's mate for a number of years when the idea of becoming an officer turned from idle speculation into serious consideration.

"I wasn't satisfied with the status quo," he explained. "I wanted to move on to bigger challenges. I saw making the transition to the officer corps as a chance for even greater challenges than I'd enjoyed as an enlisted man."

The Bureau of Naval Personnel unknowingly answered his desire for a commission by making him a warrant officer. Back then, selection was made through a screening process done by BuPers. No one could apply for a warrant officer program; they could only hope to be chosen. After two years as a warrant officer, Admiral Parker applied for a commission under the Limited Duty Officer (LDO) program. Once again, expanded challenge and responsibility were the main attractions, but another motive was involved with the destroyer man's attempted switch.

He knew that ". . . being a warrant officer meant that I'd be confined to



certain types of duty assignments. It meant there was no possibility of being assigned to a destroyer. So part of my motivation in applying for LDO was an opportunity to serve aboard a tin can again. LDOs weren't assigned to destroyers in great numbers, but the possibility did exist."

In 1958, Warrant Officer Parker became Ensign Parker and more destroyer duty followed. The new LDO, proud of his single gold bar, was well aware of his limited status; achieving flag rank was a legal impossibility.

"For starters, as an LDO, I was limited by law to the rank of commander and 30 years of active commissioned service. So I had no thoughts that were any higher than that." The admiral laughed; as he bent his head slightly forward, the "scrambled eggs" on his visor made the irony of his last statement even more apparent.

"But I was delighted to be selected. At the time, I saw a perfectly comfortable and full career ahead of me as a limited duty officer."

Admiral Parker didn't scheme to get around legal restrictions, or fantasize about would-be days as a four-striper. His philosophy has always been to worry about one job and one rank at a time—not to daydream about the next promotion, opportunity or duty station. This doesn't mean he lacks ambition. On the contrary, his rank indicates a healthy amount of it. What it *does* mean is that he's never been so preoccupied with the future that he's forgotten about the present.

The admiral left the bridge and went below to his cabin. He spoke as he walked along the passageway. "I've always operated under the philosophy that I wanted to do the best job that I could in the billet I found myself in at the time. I think these other concerns ought to take care of themselves. Good billets seem to be perpetuated by doing a good job at the one you're in; promotions come the same way." He arrived at the cabin and went inside. In his book, promotion was the result of good work—nothing less.

In 1965, Admiral Parker was the commissioning engineering officer aboard USS *Josephus Daniels* (CG 27). The commanding officer, Captain Harry A. Cummings, must have thought his engineer was making a commendable ef-



fort because shortly thereafter, he convinced Parker to make the transition from limited duty officer to the unrestricted line.

"I owe a great deal to CAPT Cummings," the admiral said, "because he encouraged me to apply for integration into the unrestricted line. Before that time, I hadn't given it any sort of consideration. But he gave me the chance to qualify in destroyers as a fleet officer of the deck and also as combat information center watch officer.

"I was accepted into the unrestricted line about the same time I was promoted to lieutenant commander. So I put on my two-and-a-half stripes as an 1100. And that also meant that I was unrestricted in terms of promotion."

Even after achieving unrestricted line status, Admiral Parker wasn't one to harbor any delusions of grandeur. He was obviously older than most of his peers and lacked their formal educational background. He felt both of these considerations would surely limit his professional growth. Somewhere in the back of his mind, he figured that his career would bottom out at the rank of commander.

The Navy figured differently. His disadvantages—imagined or real—were apparently insignificant because Jackson K. Parker not only became a commander, he did himself one better. On July 1, 1975, two years ahead of the normal advancement cycle, he was promoted to captain. His "early arrival" was repeated when he became a flag officer after 22 years of commissioned service (the average is 24-26 years).

Relaxing in the quiet cabin aboard *Conolly,* Admiral Parker seemed much younger than a man who'd joined the Navy before most of today's sailors were born. One had to wonder if this mustang was somehow different from the admirals who'd gone through Annapolis or Officer Candidate School. He'd been an enlisted man for a long time—was there any advantage in that?

On the bridge, COMDESRON 10 trades jokes with the destroyer's skipper, Commander Ray Sharpe Jr.

"Without question," he said, "I'm very confident that I relate better to the enlisted person—despite the changes that have taken place in our culture. It's true the young people we're getting in the Navy today come from a different background than was common in my youth—they're much more educated, more exposed to the world through media. But even so, I've lived through the same basic conditions that the sailor of today still goes through."

However, the admiral doesn't claim any kind of monopoly when it comes to officer-enlisted communication. "There are many officers—from whatever source—who've got the ability and desire to communicate with enlisted persons, oftentimes better than I would ever hope for.

"Perhaps there's some advantage, at least initially, in my background. I've certainly never had any difficulty communicating with sailors and they've generally been open in what they say to me."

One third class petty officer assigned to *Conolly* was quite open with his views of the admiral: "He seems different from a lot of other officers. Some of them don't seem to associate with enlisted people. You know, they don't seem to be interested in talking with us, or listening to what we have to say.

"Admiral Parker's the type who's realized the pains of enlisted people aboard ship. It makes a difference because he knows exactly what we have to put up with in our jobs. Some officers are unacquainted with our situation. They haven't had a lot of sea time and they still don't know what the experience is all about when they come aboard."

The admiral's thoughts on leadership can be summed up in three words: firm, fair and friendly. "And," he adds, "to be technically competent in your area." He feels that an officer who is firm, fair and friendly will be effective as well as professional and gain the respect of his subordinates. That's nothing new or unique among thoughts on leadership, but rival theories have been known to exist.

"An officer has to be firm when it's called for—issuing the necessary directions or guidance, or ensuring discipline," he said. "If you're firm in your approach, your orders are clearly spoken and clearly understood.

"But you are also friendly in the sense that you don't withdraw and make yourself aloof as an officer. You should be concerned about your men—make yourself aware of their personal interests and give them the respect they're entitled to and have earned as sailors in the United States Navy."

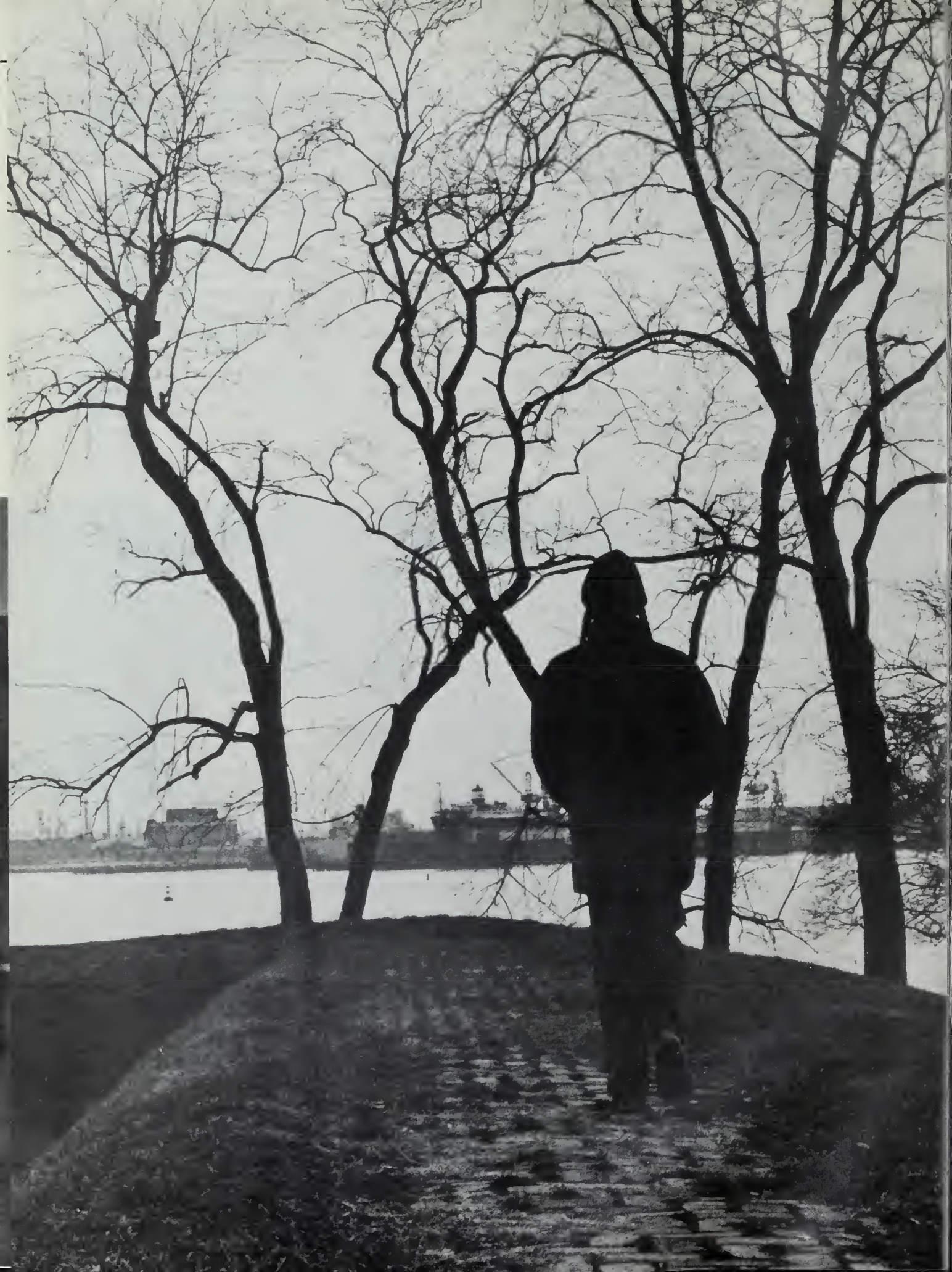
Admiral Parker swiveled slowly around in his chair. "Successful leaders in the Navy are sensitive to the needs of their people and do everything within their power to take care of those needs."

The authoritarian approach has never had a real place in the Navy, according to him. "You certainly achieve short-term results with that approach, but it isn't the long-term solution to anything." He's not suggesting a total breakdown of distinctions between the sailor and officer. But Admiral Parker firmly believes that a sailor performing a necessary function anywhere aboard ship is just as important in that respect as the squadron commander who leads a group of ships into battle. Each has his own set of responsibilities. And a responsible person should command respect.

What's next for the admiral who started out as an E-2? His answer was predictable. "I've given no thought to what follows. Right now, I'm concerned only with my new job—Deputy Chief of Staff for Readiness and Resources, CINCLANTFLT." His job has and always will be his chief concern.

As far as ending his naval career, Admiral Parker has given no thought to that question, either. "Besides," he calmly noted, "I'm certainly far too young to consider retirement." So it seems that his first 38 years of active duty are just the beginning. For those retired admirals who feel the sea breeze from a beach instead of a ship, the career of one Rear Admiral Jackson K. Parker might make them stop to think—did they leave the service too soon?

—Story and photos by JO2 P.M. Callaghan



'Goodnight, Lt. Clagett'

Fort McHenry has the Spirit

While Francis Scott Key frantically wrote about "the rockets' red glare" and "the bombs bursting in air" from the deck of a British warship on Sept. 13, 1814, one of those bombs scored a direct hit on a gun position at Fort McHenry in Baltimore, Md., and killed an American officer. His name was Lieutenant Levi Clagett and some people think his spirit still lives at the fort today.

A gun similar to the one Clagett commanded when he was killed remains mounted at the fort's Bastion No. 3. But it's mounted for display and not for battle. The good lieutenant is definitely *not* mounted for display.

There are those, however, who insist they've seen him—or felt his presence—at Fort McHenry.

One such person is Kathy Thomas, an employee at the national historical park. She and another employee, Darschell Washington, were on the midnight-to-eight shift at the fort when they saw something moving in the early hours of July 4, 1976—America's bicentennial, no less.

Kathy Thomas, an employee at the fort since 1976, walks on the battlement where John Drew's ghost has been sighted. According to one psychic, Drew stands watch here with his rifle and bayonet, dressed in full uniform, ready to warn the fort if any threat should develop.

"We were at the main gate when we saw a figure dressed in white, walking on the second floor of one of the buildings inside the fort," Thomas said. "It was the part used as an apartment by staff members, but no one was living there at the time and there was no reason for anyone to be up there. My friend went to check the building and it was locked, but we both saw something moving through the apartment that morning."

Thomas figured it was Clagett; the apartment overlooks the battlement where he was killed in action. The present occupant of that apartment is Carnell Poole, another park employee, and his family. He spoke matter-of-factly about several odd occurrences in and around his home. One time, he was kept up most of the night by noisy footsteps on the brick walkway beneath his bedroom window. But every time he looked down, there was no one in sight. Poole has plainly heard on several occasions the opening and slamming shut of windows downstairs. Every now and then, he comes downstairs to find furniture mysteriously moved out of place. Still, none of this seems to bother him.

"I don't mind living here," he said, "because I don't get any evil feelings from this spirit, whoever it is. Nothing bad has ever happened as a result of these occurrences."

Mark Hollomon, a member of the fort's maintenance staff, lived in the same apartment before Poole took up residence. "I'm not much of a believer in the supernatural," he said. "I lived there about six months by myself and didn't have any experiences with ghosts." But Hollomon feels there are persons who are more sensitive toward such phenomena.

"I'm sure some individuals receive sensations that I don't. But I can only speak for myself. I've never sighted any strange figures in the fort and I've really never felt odd sensations from any kind of presence."

Hollomon's skepticism isn't complete; he thinks there may very well be a ghost of Lt. Levi Clagett wandering around the fort. Many persons also believe that another spirit lives at the fort: the spirit of a soldier who committed suicide in his jail cell after being found asleep at his post.

According to fort documents, Pri-

Fort McHenry has the Spirit

vate John Drew, a 28-year-old native of Richmond, Va., stood guard duty on the outer battery during the night of Nov. 14, 1880.

The next morning, when his relief arrived, he was found asleep. Placed under arrest, Drew was taken to the guardhouse and told by a sergeant to clean out his cell before being locked in. Drew obliged, but in the process, picked up a rifle leaning against the wall and slipped it into his cell. Later, the soldier stuck the muzzle into his mouth and pulled the trigger with his toe.

Some speculate that because Drew shirked his responsibility in life, he's been condemned to stand eternal guard duty at Fort McHenry. The outer battery is almost always the place where John Drew's ghost has been sighted.

The chief skeptic concerning ghosts at Fort McHenry is the chief of visitor services Warren Bielenberg. "Until he comes up and taps me on the shoulder, I won't believe the ghost of Lt. Clagett or anyone else actually exists," he said. So far, he hasn't received any unexplainable taps on the shoulder.

But a local resident who claims to be a psychic did. When she was a teen-ager something touched her on the shoulder as she stood in the jail cell where John Drew killed himself. Bielenberg said about 70 percent of the people who visit that cell claim they get strange sensations near a particular place on the wall.

Almost two years ago, the same person returned to the fort and Bielenberg accompanied her on a tour, answering questions as she received "impressions" from the various buildings and areas of the compound.

"During her visit, she said that Clagett used the porch of "D" building in the compound almost every day," Bielenberg related. "She called "E" building 'active' and got strong impressions from it. As a matter of fact, as she stood on the stairwell there, the name 'Clagett' popped into her head."



"E" building used to be an enlisted barracks and others have encountered strange experiences there. Kathy Thomas recalled that one Saturday morning, in January, she opened the building and the inside was bitterly cold. The same thing happened for the next three Saturdays. Each time, she claimed there was nothing wrong with the heating and that warm air was blowing from the ventilators.

According to Bielenberg, one of the other park technicians who used to work there was on the first floor of building "E" when he heard a commotion upstairs that sounded like people scuffling. The activity was so great that he plainly saw dust falling from the ceiling. But when he went upstairs to investigate, no one was there. At that point, he decided to leave the building.

The local psychic also sensed another spirit as she walked along the outer battery with Bielenberg. "You know, he's (Drew) very immature," she said. "Sort of like he's about 28 going on 17. He's on guard duty and doesn't know he's dead. But if something were to happen here that presented a threat to the country—say an enemy was staging some sort of attack up the Patapsco River here—he'd find a way to let somebody know about it—he's always watching."

The woman claimed she could actually see the ghost standing guard duty on the battlement. According to her, he wore a long coat and held a rifle with a bayonet fixed onto the muzzle. It was a description that could have fit the person of Private John Drew.

"They're really funny," the woman said, "because spirits can walk right through brick walls. Yet, they'll move a piece of furniture that wasn't here when they were alive. You know, they don't even know we're here—they don't even know they're dead."

This Baltimore resident is one of several psychics who has visited Fort McHenry and received sensations or impressions of spiritual habitation. But not much else. Warren Bielenberg knows of only one instance when a ghost interfered with the actual physical movement of a person. Presumably, it was Clagett.

"We had a guy who worked here as head of research and used to spend a lot of time in the library going through old records," recalled Bielenberg. "Each night when he was finished, it was his custom to say good night to Levi Clagett before turning off the lights and going home. Well, one night he forgot. He walked halfway down the stairs and something stopped him; he couldn't take another step. It was as though he'd been frozen to the spot. So after a little bit of thought, he went back upstairs, turned the lights back on and said 'Good night, Levi.' His second time down the stairs, nothing happened."

Coincidence, hoax, or just plain power of suggestion? There will always be two kinds of people: those who believe in ghosts and those who don't. At Fort McHenry in Baltimore, it's doubtful the spirits are divided on the subject of their own existence—they surely must know whether or not they're here or . . . there. But as far as we humans are concerned, only one fact seems to be more or less indisputable:

If you leave the fort's library late at night, don't forget to say good night to Levi. He might feel rejected.

—Story and photos by JO2 P.M. Callaghan

Opposite page: Clagett's ghost is believed by some to walk the second floor porch of this building. Below: French 18-pounder gun is displayed at bastion where Clagett was killed.



Boston's 350th

Constitution Leads the Way

On the flight deck of the USS *John F. Kennedy* (CV 67), 4,000 spectators filled the bleachers. Colorful signal flags fluttered from the carrier's superstructure. Combat planes in neat rows glittered in the sun while the crowd craned its collective neck for a look downriver. They were waiting for the Tall Ships, great windjammers with acres of billowing sails and weblike veils of rigging. Ships with sturdy masts more than 100 feet high were arriving from countries around the world. The occasion? Boston was celebrating its 350th birthday.

Boston: the city of firsts. The high school, police department, the savings bank, the subway—a list as long as your arm—they all got their start in the "Birthplace of Liberty." The Red Sox won the first World Series (in 1903), and the first guided missile cruiser in the world was (what else?) USS *Boston* (CAG 1).

A morning haze obscured the long-range view downriver, but all was clear and lively on *Kennedy* as the program began with an invocation by the ship's chaplain. Then the audience was addressed by several speakers. Among them were Commander of the 2nd Fleet Vice Admiral Thomas J. Bigley, and the mayor of Boston, Kevin H. White.

They spoke of ships and the people who build, sail and maintain them; of a city that grew up with the sea—a companion that's been both friend and enemy. They also spoke about a Navy that helped to protect that city, and a deity whose grace had been felt by every sailor who'd ever weathered his way through a storm, or fallen overboard and been retrieved from certain death.

And the audience listened while they munched on box lunches. At their long row of tables, radio newscasters wearing earphones and speaking into microphones wrote on steno pads and kept listeners informed: "...It's a beautiful day out here in Boston Harbor, folks, and the excited crowd gathered on the flight deck of USS *John F. Kennedy* couldn't have asked for a better day to see the Tall Ships when they come sailing past...." On an elevated platform, three cameramen aimed their cameras toward the harbor. Photographers, jammed together at the carrier's bow, took light readings, chose filters and film and jockeyed for the best positions where they could get clean shots of the ships as they passed.

Gradually, the crowd's steady buzz gave way to higher-pitched voices which soon became shouts of recognition. Like a ripple, the 4,000 heads turned in one direction. Part of the downriver haze was suddenly recognized as lofty fountains of water—two fireboats spouted a saltwater fanfare for the millions who watched from the banks. Behind, came the Tall Ships, gliding easily through the water.

The first ship in line had 44 guns and a place in the sun all its own. USS *Constitution,* oldest commissioned warship afloat in the world, led the great parade into Boston Harbor. This city had built *Constitution* nearly 200 years ago and its fighting strength had proven so great that the wooden vessel's nickname became "Old Ironsides."

The frigate looked very proud to still be around while countless others much younger had been sunk, burnt, used for target practice, or died in quiet humiliation beside moss-covered piers. Passing by *Kennedy,* "Old Ironsides" fired a salute from one of its forward guns—touched off by Secretary of the Navy Edward Hidalgo, who was on board the famous frigate for the entire time it led the Parade of Sail. As white smoke from the cannon curled thickly across the water, sailors aboard the carrier rendered hand salutes and the audience thundered its applause. This, indeed, was something special.



Below, USS Constitution*—oldest commissioned warship in the world—leads the Parade of Sail into Boston Harbor as part of that city's 350th anniversary celebration. As the frigate passes the aircraft carrier USS* John F. Kennedy *(CV 67), "Old Ironsides" fires a salute (left) from one of its bow guns. Secretary of the Navy Edward Hidalgo acts as gunner.*

Boston's 350th

To stand on the flight deck of a modern aircraft carrier, to see the ornately-carved, white-painted bow of a ship that has 183 years of memories stowed away within its hull, is to witness in reality what is usually only read about in books. In a passing moment at Boston, two ships spanning nearly two centuries of American naval tradition came within 100 yards of each other.

The rest of the parade emerged from the haze and slowly sailed upriver. Bulging sails of the Tall Ships stood bright white against a clear blue sky with no rumor of clouds. Clustered around each windjammer were flotillas of smaller sailing craft, showing flags from 16 different nations: schooners, yachts, catamarans—almost anything imaginable that sailed.

Following *Constitution* was the U.S. Coast Guard's training ship *Eagle*, 295 feet of spotless plank and sail, its emblem centered on a wide, diagonal red stripe down the hull. Two other U.S. ships trailed *Eagle: Regina Maris* (144′) and *America* (105′).

Next came the longest ship in Op Sail '80—*Juan Sebastian de Elcano* from Spain, with four masts and boasting a length of 370 feet. The green of its lower hull formed a thin line of separation between the ship's brilliant whiteness and the blue water beneath. Sailors stood in the rigging and on the yardarms; their chanting could be heard faintly aboard *Kennedy*.

After *Sebastian* were Canada's *Bluenose II*, Denmark's *Creole* and *Danmark*, Norway's *Christian Radich* and Germany's *Gorch Fock II* (tying with *Eagle* as second longest at 295 feet). The parade ended with two South American entries and their flotillas—*Gloria* of Colombia and Ecuador's *Guayas*.

The stern of *Guayas* came into sight and a TV personality wrapped up his last interview on the flight deck. Net-





Clockwise, from top left: Using binoculars to view ships; spectator in the sun; Constitution *passes* Kennedy; Juan Sebastian de Elcano *of Spain, stellar ship in the parade; members of* Constitution*'s crew.*









works switched back to regular programming. People left the bleachers and rode aircraft elevators to the hangar deck for their exit to shore.

The Navy would remember events in Boston this past spring and the part it played in the celebration. But the partnership wasn't unusual; Boston and the Navy have been together for a long time. *Constitution* was built in 1797 at Hart's Naval Yard, forerunner of the old Boston Naval Shipyard (started in 1800). For more than 160 years, it produced ships of historical and technological significance.

The day after the Tall Ships Parade, crowds poured onto the windjammers at piers for a closer look. Of course, the greatest attraction was "Old Ironsides," with its Navy crew dressed in 1812-style uniforms.

When Isaac Hull commanded the ship (1810-12), he decided that his personal boat crew should look their best, so he dug into his own pocket and bought outfits of his own design for the boat crew. Today, crew members assigned to the old frigate wear copies of those uniforms and call their duty the best in the Navy. They've gone a step further than just being there—the sailors have become a living part of the ship, taking its tradition to heart.

One of the 1812-clad sailors led a group of visitors on a tour of the main deck. He stopped by the helm. "This wheel was taken from the British ship *Java* after its surrender, when our own wheel was destroyed by cannon fire during that battle."

"When our own wheel was destroyed." Not their wheel, not the other guy's wheel, not the crew at that time's wheel, but *our* wheel. He took the people down a ladder to the gun deck, and stopped in front of one 24-pounder with a nameplate that read "Victory or Death." Early crews named their guns—a personal touch and, also, for luck in battle.

And it happened again as he explained, "When *we* defeated *Guerriere,* a 49-gun British frigate . . ." A natural identification was formed with the ship and the exploits of previous crews. Others may think of "Old Ironsides" as a floating museum somehow detached from reality, but the crew does not. This ship is operational and commissioned in the U.S. Navy. There's a quarterdeck and a logbook and its record became part of the crew's record; once they stepped aboard, it became *their* ship.

The people, too, seemed proud to stroll the sunlit deck. Husband and wife held their child in the air for a closer look at the ship's bell. A teen-age girl with masses of black curls relaxed next to the 36-foot captain's launch on the main deck; she called to her younger sister who was admiring the ornate carving of a wooden door. Near a brace of cutlasses displayed on a bulkhead, one of the crew members posed for photos. Visitors of every age tramped up and down ladders, bent over to avoid beams in the low clearance below. Earlier in the day, three Navy reenlistments had taken place on the main deck. Not everyone gets to re-up on a ship that was built when George Washington was still around.

On the pier next to the ship, a long line of people waited for a chance to walk aboard and touch an honest-to-goodness piece of naval tradition. And the wait didn't matter because all knew history is elusive and cannot be touched very often.



Left: Some of the 4,000 spectators aboard Kennedy *enjoy ringside seats for OpSail '80.*

Right: This spectator was determined to get a close-up view.

Many celebrators kept the valiant ship company at the Old Charlestown Navy Yard. Kids quenched their thirst and hunger at hot dog stands and cotton candy wagons. Carnival rides and amusements were also in full swing—blurred figures revolved on the merry-go-round as scratchy calliope music boomed from speakers.

Shoppers bargained with sellers. Tables were filled with handcrafted jewelry and knickknacks from seashells that glow in the dark to cannonball paperweights. A little Boston girl, with flaming red hair and freckles to boot, pulled on the gold-embossed sleeve of a Navy master chief; she was selling writing tablets. "You'll need one," she explained, "when you go away on your ship."

Next to some senior citizens talking about which ship was the most beautiful in the parade the day before, a boy carried a large box of bagged peanuts. He spied two Marine officers in full dress and put away a handful of quarters. Crinkling his face, he offered a one-tooth-missing grin and asked, "Buy some peanuts, admiral?" The Marines fell victim to the grin and dug out some change.

Boston has been famous for parties in the past and the bash that marked its 350th year was no exception. On the two days of the weekend alone, more than three million showed up to get a glimpse of the Tall Ships. USS *Constitution* had about 31,000 visitors, and *Kennedy* fielded 340,000. There were about 1,300 local, regional and national media representatives who were accredited by the Op Sail '80 Press Committee; 286 of these were embarked aboard Navy units during their coverage of the Tall Ships in the harbor.

Samuel Adams certainly would have been pleased with all the publicity his home town, "The Birthplace of Liberty," had received. In the year 2030, the city's 400th anniversary celebration should also be something to witness.

—Story and photos by JO2 P.M. Callaghan

1980-The Navy's Best

Sailors of the Year

What do two operations specialists and a utilitiesman have in common?

Being the Navy's best—the 1980 Sailors of the Year.

This year's top performers are Chief Operations Specialist Charles K. Herrington, the Shore Sailor of the Year from Fleet Combat Training Center, Dam Neck, Va.; Chief Operations Specialist Donald T. MacArthur, the Atlantic Fleet Sailor of the Year from the frigate USS *Jesse L. Brown* (FF 1089); and Chief Utilitiesman Melvin E. Neighbours, the Pacific Fleet Sailor of the Year from Naval Mobile Construction Battalion Five.

The three were honored at an award ceremony in Washington, D.C., in mid-July by the Navy's top leadership. In a special Pentagon ceremony, the Secretary of the Navy and the Vice Chief of Naval Operations awarded the sailors Navy Commendation Medals and promoted them to chief petty officer.

Admiral J.D. Watkins, Vice Chief of Naval Operations, said, "The spirit represented by these men and their families provides the glue that holds the Navy together. And so this is important for them as individuals and for their families. More importantly, it's a symbol to all the Navy enlisted that we mean business when we say that men like these are the heart of our capability to carry out the national objectives that the President has set for us."

Herrington, MacArthur and Neighbours were honored by the recognition and obviously relished the moment.

"We're just a small fiber of what the U.S. Navy is today and will always be," said Chief Herrington, 26. "There are many people in the Navy who are top-notch. You work with them every day."

"We got our awards not because we are the best, but because we are part of the best," said Chief Neighbours, 35.

"We can relish the moment, but when we go back to work, we have to prove ourselves all over again," said Chief MacArthur, 27.

The Sailor of the Year Program,



Atlantic Fleet Sailor of the Year Chief Operations Specialist Donald T. MacArthur receives his promotion warrant from Secretary of the Navy Edward Hidalgo. Opposite page: Shore Sailor of the Year Chief Operations Specialist Charles K. Herrington, his wife, Marty, and daughter, Elizabeth, with SecNav and Vice Chief of Naval Operations Admiral J.D. Watkins.

started in 1972 as a Chief of Naval Operations "people program" honoring the top Atlantic and Pacific sailors, was expanded a year later to include the stateside shore activities.

Competition for Sailor of the Year starts at the command level with sailor of the month or quarter. All active duty sailors, male and female, in paygrades E-4 through E-6 are eligible for nomination with two exceptions. First class petty officers, selection-board eligible for chief, are excluded as are recruiters eligible for Recruiter of the Year.

But for sailors to reach this plateau, they first must be recognized and recommended through their chain of command. This year's group acknowledges the need for more recognition of every sailor as a possible aid to the Navy's retention problem.

"That's one reason we're losing people. Some are not getting recognized for doing an outstanding job," said Neighbours. "The reason we are here is we had someone who took the time to enter our names for the award.

"Some people just don't want to be bothered with the paperwork. But they're going to have to start being bothered or else we'll lose more people."

As it has in the past, the Fleet Reserve Association (FRA) paid all expenses for the winners and their families to visit Washington, D.C. After their D.C. honors, the winners and their families enjoyed five days R and R at places of their choice in the states, courtesy—again—of the FRA.

With their promotions, all three were reassigned for one-year tours with their fleet master chiefs. In their roles as special assistants, the three have specific ideas on Navy needs.

"Some recruits are treated like numbers throughout their first four years," said MacArthur. "The people responsible for their career growth in the Navy are not taking the time or responsibility to ensure it's there." →



"Those first years are the critical years that are going to make or break a Navy career," added Herrington.

"A young man or woman comes in looking for responsibility and wanting to do a good job. Then somebody chops the legs out from under them when they're seamen or third class and kills their drive. Once that happens, the chance that they'll make the Navy a career is gone."

"The other part of the problem is the 'Do as I say and not as I do' attitude in others," said Neighbours. "We have to get our senior people to be more military if we expect the junior people to come around. If the seniors are not setting the example, we cannot expect miracles."

Awareness of the Navy family is also a major concern the Sailors of the Year voiced. As the Navy moves more toward a family-oriented service, new avenues of assistance and counseling are being constructed for the Navy family.

"It really makes a difference to a sailor on deployment when he knows his family is being taken care of. He can get into his job and perform better," said MacArthur. "The Navy now is starting to take better care of our families, but much has yet to be done. There are a lot of people in our Navy community who don't realize what is available to them while ships are on deployment."

"Part of our retention problem is not informing the family of exactly how our Navy works and what benefits there are from a Navy career," added Herrington.

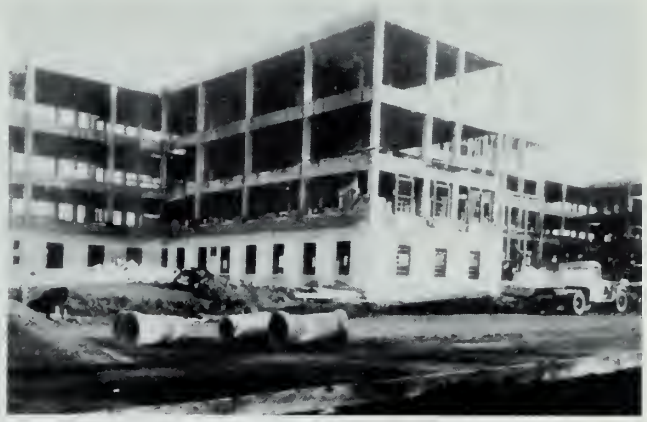
"The Navy realizes the value of the family," added Neighbours. "There are far more family men in the Navy today than there were 15 years ago. We really have to communicate with them so they can understand what programs and services are available for themselves and their families."

—Story by JOC James R. Giusti
—Photos by PH1 Dale Anderson

Pacific Fleet Sailor of the Year Chief Utilitiesman Melvin E. Neighbours and his wife, Marilyn, accept a check for their trip to Washington, D.C., and five-day R and R from the Fleet Reserve Association's National Financial Secretary Glenn Glezen.



VA Birthday



The Murfreesboro, Tenn., VA hospital under construction in 1938.

The U.S. Veterans Administration celebrated its first half-century of service to veterans on July 21, 1980. In the past five decades, the Veterans Administration has grown to be one of the largest of all independent federal agencies. The VA continues to help America's veterans and their dependents, thus fulfilling the sole purpose for which it was established.

Today, the VA runs the largest health care system in the nation, employing five percent of all the physicians in the United States. But besides providing medical care, the VA offers a vast array of benefits including compensation and pensions, education and training, guaranteed home loans, rehabilitative engineering research, readjustment counseling, drug and alcohol abuse treatment, and life insurance.

In 1930, the U.S. Veterans Bureau, predecessor of the VA, maintained 54 regional hospitals. The first two decades of the VA were a period of construction as the newly formed agency expanded to 151 hospitals to meet the increased needs of veterans, particularly during the depression years. Today, the VA operates 172 hospitals.

After World War II, a gigantic expansion of VA facilities quickly became necessary, not only because of the vast increase in the veterans' population, but also because of the large number of new laws enacted by Congress for World War II veterans.

The GI Bill, signed into law June 22, 1944, is said to have had more impact on the American way of life than any other law since passage of the Homestead Act more than a century ago.

A 1928 scene in front of the VA, then known as the Veterans Bureau.



Under the original World War II GI Bill, some 7.8 million veterans participated in one or more training programs. Also, under the bill's loan provisions, the VA has guaranteed about 5,800,000 home loans totaling more than $50 billion to World War II veterans.

In the 1950s, the United States took up arms against Communist aggression in Korea, and Congress responded by passing the Korean Conflict GI Bill. That was signed into law on July 16, 1952.

Aware of the benefits that flowed from both the World War II and the Korean Conflict GI Bills, Congress passed the so-called Post-Korean Conflict GI Bill — the Veterans Readjustment Benefits Act, which was signed into law March 3, 1966—for veterans who served after Jan. 31, 1955.

U.S. forces at that time were engaged in combat operations in Southeast Asia. During the Vietnam era, which began Aug. 5, 1964, and ended by presidential proclamation May 7, 1975, a total of 8,744,000 men and women served in the U.S. armed forces. The veterans' population had increased to almost 29.5 million when U.S. involvement in the Vietnam conflict ended in 1975.

Today, the VA is still caring for dependents of Civil War veterans and for hardy survivors of the Spanish-American War. It has been estimated that 45 percent of all adult American males are veterans, and that the VA will be caring for their dependents well into the 22nd century.

—Photos courtesy of the Veterans Administration

Energy Savers Play to Win

This year's Energy Awareness Week (Oct. 27-Nov. 2) theme, "Save Energy Today—Protect Our Tomorrow," is more than a slogan to the people at Naval Ordnance Station (NOS) Indian Head, Md. At this small shore installation, tucked away on a Potomac River peninsula in southern Maryland, saving energy today is a way of life.

Known for its many contributions to the Navy's programs in missile propulsion research and development, ordnance manufacturing and propulsion systems maintenance, NOS is also becoming a leader in energy conservation among naval facilities. Some of the energy-saving programs implemented recently at the station are new; others are borrowed. Some, while immediately costly, will show long-range savings in both money and energy. Other projects are simple and immediately effective.

To reduce power consumption because of indoor lighting, the station purchased power reducers (similar to the dimmer switches some families use) at a cost of $15 to $20 each. An easily installed reducer will decrease usage by more than 150 kilowatt hours a year.

To keep spaces at the recommended temperature of 78 degrees Fahrenheit during warm weather, the station purchased air conditioner controllers costing about $20 each. With the installation of these controllers, unauthorized persons are prevented from changing thermostat settings.

To reduce automobile gasoline usage, station employees quit using some base vehicles and purchased bicycles—some of them electric bicycles. The Navy even ordered subcompact cars to replace aging "gas eaters" at Indian Head.

One of the station's largest energy savings resulted from shutting down sections of the 27-mile-long steam distribution system to non-manufacturing areas during the summer. Another project under way is the installation of small steam or hot-water generators in critical buildings so that additional mains can be shut down.

A $500 portable, card-programmable calculator is helping the station's utility division operators make the best decisions on the amount of electricity to "make" and the amount to "buy." The power house has the capacity to generate most of the electricity used on station. The low pressure exhaust steam from the electric generators is used for industrial and space heating purposes. When the electrical demands exceed the heating demand, the operator is forced into a "make or buy" decision. The calculator is programmed by engineering personnel with the factors which are known in advance. The operators plug in such changing information as load, operating conditions and outside temperature in order for the machine to make the best recommendation to the operator in charge.

Under miscellaneous projects, NOS Indian Head is installing strip curtains of transparent plastic at the entrance to heavily-traveled passages and thermo-



Power reducers help cut power consumption of indoor lighting.

statically-controlled ceiling blowers to force warm air down from the overhead on cold-weather days.

Indian Head, continuing its energy-conservation efforts, also expects to be able to shut down a mile of steam line by installing solar hot water systems in two or three buildings requiring hot water the year round.

The energy-conservation programs already in effect and those being planned have boosted Naval Ordnance Station Indian Head up to its 1985 goal of reducing energy consumption by 20 percent, using 1975 as a baseline. Organizations wishing to get more information about Indian Head's successful program can call Mike Green, program manager for energy conservation: AUTOVON: 364-4316/4320; comm.: (301) 743-4316/4320.



One of the electric quadracycles which will help reduce automobile gasoline usage at Indian Head.

VA-85 Saves Energy

More than 100 aviation squadrons throughout the Navy recently competed for the Secretary of the Navy Energy Conservation Award. The winner was Attack Squadron Eighty Five (VA-85) at Naval Air Station Oceana, Virginia Beach, Va. In a message to all Navy organizations, Secretary of the Navy Edward Hidalgo emphasized that VA-85's example should become the norm for all commands within the service.

Some of the steps that the "Black Falcons" took to reduce the consumption of energy were not new or complicated. It's just that they went about it in a serious manner; their energy saving programs worked because all hands were involved.

The number of squadron personnel driving their cars to work dropped by 51 percent because easy-to-arrange things like carpooling, busing, bicycling and walking became more than just good slogans to promote the Navy's war on wasteful energy habits. Some down-to-earth, money-saving ideas regularly appeared in the Plan of the Day, encouraging VA-85 people to conserve at home, as well as on the job.

In addition to these simple energy-saving ideas, VA-85 personnel embarked on an innovative and aggressive campaign to find new ways to save resources. Daily work shifts were changed from three eight-hour shifts to two 10-hour shifts, thereby reducing electrical energy demands by four hours per day. Lighting in ashore hangar spaces was reduced and cut off entirely when not needed; aircraft loads were reconfigured to reduce drag, thereby adding to fuel efficiency.

VA-85 will fly the Navy Energy Conservation Award Flag for a year, after which time it will go to the winning squadron in next year's competition; that is, to the squadron which can outdo the "Black Falcons."

—By LTJG G.R. Sawyer

The CO of VA-85 (left) thanks squadron members, who cut collective gasoline costs by $500 a year, for their contribution to the energy conservation program.



A Place to View the



In Norfolk, Va., you are almost overwhelmed by the Navy's presence; the area has the richest naval history in the United States. It's a history ranging from the first permanent English settlement at Jamestown to hosting one of the largest naval bases in the world.

Now Norfolk has a place dedicated to telling the Navy's history—the Hampton Roads Naval Museum.

The museum is housed in "Pennsylvania House" at the Naval Station, Norfolk. This house was built for the 1907 Jamestown Exposition; it was used as the naval station's officers' club from 1948 until 1975.

More than a place to view a collection of antique naval hardware, the Hampton Roads Naval Museum tries to



Exhibit of the Battle of the Capes off Cape Henry (above) features models of the French ships Langudoc and Marsellois which participated in that decisive naval action during the War for Independence. The exhibit also features contemporary maps of the Yorktown Campaign in 1781. Pennsylvania House (right), a reproduction of Independence Hall, was built for President Teddy Roosevelt's 1907 Jamestown Exposition. Opposite Page: An exhibit on carrier aviation from 1910 to the present features the propeller from the Curtis Pusher Aircraft used by Eugene Ely in his historic flight from a modified deck on USS Birmingham, *the first shipboard launching, in 1910. Upper right: A Mark VI mine, the type employed in the North Sea mine barrage during WW I.*

Past

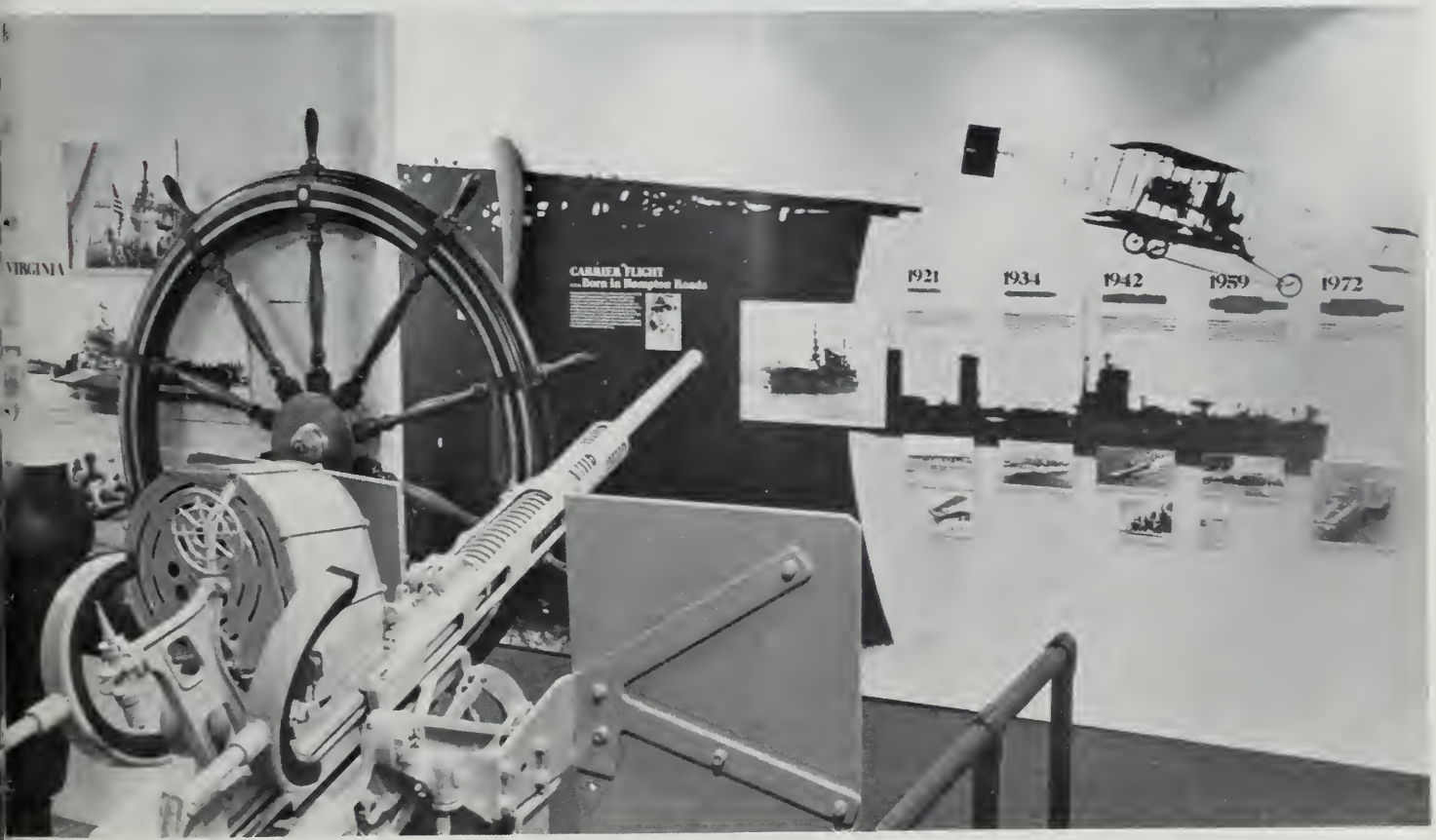
help visitors understand the Navy's important role throughout our nation's history. In addition to static displays of naval memorabilia, it uses multimedia presentations to portray naval history from sailing ships to today's nuclear Navy.

The Pennsylvania House also contains a library, the North Atlantic Treaty Organization (NATO) conference and reception rooms, and administrative offices.

The museum is open to the public through the Naval Base Information Center on Hampton Boulevard where tours can be arranged. It is also open on weekends.

—Photos by PHC Claude V. Sneed





Currents

6,830 New Chiefs

Good news has gone out in NAVOP 132/80 for 6,830 first class petty officers telling them they have been selected for promotion to chief petty officer. The (E-7) selection board had been authorized to select 6,941 new chiefs, so 98.4 percent of quota was tabbed—indicative of the high quality of this year's candidates. Some 19,136 prospective candidates were reviewed by the board with 34.7 percent being identified for promotion. A full quota of new chiefs was selected in all ratings except ABE, BT, EW, FTG, FTM and GMM. The board selected 13 people as chiefs in the new religious program specialist rating against the original ceiling (which was later amended) of 11. The first increment of promotions was slated for Sept. 16. However, most selectees are eligible for frocking, which allows them to wear the uniform and receive most of the benefits of the higher grade—except pay and allowances. ALNAV 42-80 contains details on frocking.

DEERS Arrives On West Coast

The Defense Enrollment/Eligibility Reporting System, called DEERS, has arrived on the West Coast. It began operation at uniformed services installations in Central and Northern California, Oregon and Nevada (less Las Vegas area) on Aug. 1. Personnel support activity detachments at Treasure Island, Alameda, Oakland, Moffett Field, Mare Island, Lemoore, Monterey, Centerville Beach, Fallon and Portland are involved. Ships and squadrons homeported in the enrollment area are also participating. Initially, the system's primary use will be in the health care area. DEERS uses a computer-registration program to make quick eligibility checks on active duty and retired members and their family members seeking care at uniformed services medical facilities. DEERS safeguards entitlements of service personnel by identifying ineligible people who may apply for health care. In the future the program will be used in commissaries and exchanges. The system combats fraud and waste and also provides planners with a more accurate picture of the beneficiary population. The system first went into operation in the Tidewater, Va., area on Feb. 27, 1980. It should be in operation throughout the continental United States by the spring of 1982 and worldwide a year later. Enrollment in the system is the key to its success. Procedures for registration vary according to duty status of the sponsor.

—Active duty members are automatically enrolled using information from the Manpower Personnel and Training Information System (MAPTIS).

—The active duty sponsor must fill out a DD Form 1172, the same form used to issue dependent ID cards for family members.

—Retired members are automatically enrolled. It is the retiree's responsibility to enroll family members. An enrollment package will be sent to retirees by the Department of Defense.

—Survivors of deceased and retired Navy and 100 percent disabled American veterans and former members, will also receive an enrollment package from the Department of Defense.
—Upon completion of the enrollment process, eligibility checking will commence at Naval Regional Medical Center, Oakland and at selected branch clinics throughout the enrollment area.

PRO-Navy Update

The spring campaign for PRO-Navy (Prospect Referral Operation-Navy) was a great success. Over 6,000 quality referrals were received during the period April 15-July 30, 1980. The primary objective of the PRO-Navy program is to get all Navy people, civilian as well as military, involved in referring potential Navy members who are of high quality and also age qualified (17-27 years old) to Navy recruiters. The simplicity of the program has been the key to success. All that must be done is to fill out a PRO-Navy referral card, available on board all Navy ships and shore facilities, with the name and address of the potential Navy member and drop the card in the mail. Recruiting command headquarters receives the card and the local Navy recruiter is notified. The local recruiter will personally contact the potential Navy member. PRO-Navy is continuing and has tremendous potential for ensuring that the Navy continues to be manned by quality men and women. This program needs the support of everyone involved. If there are any questions concerning PRO-Navy, contact your command career counselor or write: Commander, Navy Recruiting Command, 4015 Wilson Blvd., Arlington, Va. 22203 (ATTN: Code 54); or call: AUTOVON 226-4795 or Comm. (202) 696-4795.

You Can Say "No"

A Navywide campaign aimed at better health for all members of the Navy has been launched by the Department of the Navy and the National Cancer Institute. It's called NACAP (Navywide "Clearing the Air" Program) and its purpose is to educate Navy people about the harmful effects of smoking and to offer help to smokers who want to quit. Saying "no" to a cigarette habit that has continued for years is not an easy thing to do. It takes will power and a lot of determination. But it can be done; 30 million people have already proved that by kicking the smoking habit. If you're a smoker who wants to quit, you can learn to say "no." The Navy will help you. For information on how to quit, write to

"Clearing the Air"
Box NACAP - AH
National Cancer Institute
Bethesda, Md. 20205

Currents

Something to Sit On When You Return

There has been a revision in procedures for overseas personnel who wish to order American-manufactured furniture for delivery upon their arrival in CONUS. Navy Exchange patrons now may order furniture six months before their anticipated return on PCS Orders. Previously, those taking advantage of the stateside furniture delivery program—established in 1978—had to have PCS orders in hand and could order only within 90 days of the effective date of those orders. Under the new procedure, a person anticipating orders from an overseas location to CONUS within six months may order furniture through the exchange. This furniture will be delivered as part of the household goods moving allowance as long as such shipment does not—when added to items being moved from elsewhere—cause the total shipping weight to exceed the member's maximum allowance. Any excess weight would be shipped at government expense, but the member would then have to pay the government for any resulting excess freight costs. The new procedure—moving the ordering date up three months—promises to provide more dependable delivery of the furniture ordered. In the past there has frequently been insufficient time to enable the ordered items to be manufactured and delivered. The furniture ordered must be paid for before the order may be forwarded to the manufacturer. Full details of ordering procedures are available at overseas Navy exchanges.

In Brief . . . .

Badger Scores First in Mid-Pacific. . . . USS *Badger* (FF 1071) became the first surface ship to launch a *Harpoon* missile in the mid-Pacific Ocean on July 24. The successful firing resulted in a "bull's-eye" hit on an over-the-horizon target.

Light 40 Candles for *Prairie*. . . . The San Diego-based destroyer tender USS *Prairie* (AD 15) marked the 40th anniversary of its commissioning on Aug. 5. A birthday celebration was held Aug. 12 in San Diego, following *Prairie*'s return from Pt. Mugu.

White House Fellows Applications Available. . . . Applications for the 1980-81 White House Fellows competition are now available. Persons selected as White House Fellows serve for one year in positions within the administration which offer first-hand insight into the process of our country's government. Application forms will be available until Nov. 1 and must be completed and returned before Nov. 17, 1980. To obtain an application write: The President's Commission on White House Fellowships. 1900 "E" St., NW, Washington, D.C. 20415. For details about the program consult NAVMILPERSCOM Notice 1560 or call the Navy program manager (NMPC 440) at AUTOVON 224-3321.

MONTHLY BASIC PAY*
EFFECTIVE 1 OCTOBER 1980

Pay Grade	YEARS OF SERVICE													
	Under 2	2	3	4	6	8	10	12	14	16	18	20	22	26
COMMISSIONED OFFICERS														
O-10	3942.90	4081.50	4081.50	4081.50	4081.50	4238.10	4238.10	4562.70	4562.70	4889.10	4889.10	5216.10	5216.10	5541.60
O-9	3494.40	3586.20	3662.40	3662.40	3662.40	3755.70	3755.70	3911.70	3911.70	4238.10	4238.10	4562.70	4562.70	4889.10
O-8	3165.00	3259.80	3337.20	3337.20	3337.20	3586.20	3586.20	3755.70	3755.70	3911.70	4081.50	4238.10	4407.90	4407.90
O-7	2629.80	2808.90	2808.90	2808.90	2934.60	2934.60	3105.00	3105.00	3259.80	3586.20	3832.50	3832.50	3832.50	3832.50
O-6	1949.40	2142.00	2281.80	2281.80	2281.80	2281.80	2281.80	2281.80	2359.20	2732.70	2872.50	2934.60	3105.00	3367.50
O-5	1559.10	1830.90	1957.20	1957.20	1957.20	1957.20	2016.90	2124.90	2267.10	2436.90	2577.00	2654.70	2747.40	2747.40
O-4	1314.30	1599.90	1707.00	1707.00	1738.20	1815.60	1939.20	2048.40	2142.00	2235.60	2297.70	2297.70	2297.70	2297.70
O-3	1221.30	1365.30	1459.50	1614.90	1692.00	1753.20	1847.40	1939.20	1986.90	1986.90	1986.90	1986.90	1986.90	1986.90
O-2	1064.70	1163.10	1397.10	1444.20	1474.20	1474.20	1474.20	1474.20	1474.20	1474.20	1474.20	1474.20	1474.20	1474.20
O-1	924.30	962.10	1163.10	1163.10	1163.10	1163.10	1163.10	1163.10	1163.10	1163.10	1163.10	1163.10	1163.10	1163.10
COMMISSIONED OFFICERS WITH OVER 4 YEARS ACTIVE SERVICE AS ENLISTED MEMBERS														
O-3	—	—	—	1614.90	1692.00	1753.20	1847.40	1939.20	2016.90	2016.90	2016.90	2016.90	2016.90	2016.90
O-2	—	—	—	1444.20	1474.20	1521.00	1559.90	1661.40	1707.00	1707.00	1707.00	1707.00	1707.00	1707.00
O-1	—	—	—	1163.10	1242.30	1288.20	1334.70	1381.20	1444.20	1444.20	1444.20	1444.20	1444.20	1444.20
WARRANT OFFICERS														
W-4	1244.10	1334.70	1334.70	1365.30	1427.40	1490.40	1552.80	1661.40	1738.20	1799.70	1847.40	1907.70	1971.60	2124.90
W-3	1131.00	1226.70	1226.70	1242.30	1257.00	1348.80	1427.40	1474.20	1521.00	1566.60	1614.90	1677.30	1738.20	1799.70
W-2	990.60	1071.30	1071.30	1102.50	1163.10	1226.70	1272.90	1319.70	1365.30	1413.00	1459.50	1505.70	1566.60	1566.60
W-1	825.30	946.20	946.20	1025.10	1071.30	1117.50	1163.10	1211.10	1257.00	1303.20	1348.80	1397.10	1397.10	1397.10
ENLISTED MEMBERS														
E-9	—	—	—	—	—	—	1413.60	1445.70	1478.40	1512.60	1546.20	1576.20	1659.30	1820.40
E-8	—	—	—	—	—	1185.90	1219.20	1251.60	1284.30	1317.90	1348.50	1381.50	1462.80	1626.00
E-7	828.00	893.70	927.00	959.10	992.10	1023.30	1056.30	1089.00	1138.20	1170.60	1203.60	1219.20	1301.10	1462.80
E-6	715.20	779.70	812.40	846.60	878.10	910.20	943.50	992.10	1023.30	1056.30	1072.20	1072.20	1072.20	1072.20
E-5	627.90	683.40	716.40	747.60	796.50	828.90	862.20	893.70	910.20	910.20	910.20	910.20	910.20	910.20
E-4	603.60	637.50	674.70	727.20	756.00	756.00	756.00	756.00	756.00	756.00	756.00	756.00	756.00	756.00
E-3	580.50	612.30	636.90	662.10	662.10	662.10	662.10	662.10	662.10	662.10	662.10	662.10	662.10	662.10
E-2	558.60	558.60	558.60	558.60	558.60	558.60	558.60	558.60	558.60	558.60	558.60	558.60	558.60	558.60
E-1	501.30	501.30	501.30	501.30	501.30	501.30	501.30	501.30	501.30	501.30	501.30	501.30	501.30	501.30

* If no amount shown for a pay grade under cumulative years of service, the amount immediately to the left applies. In addition, basic pay is limited to $4176.00 by Level V of the Executive Schedule.

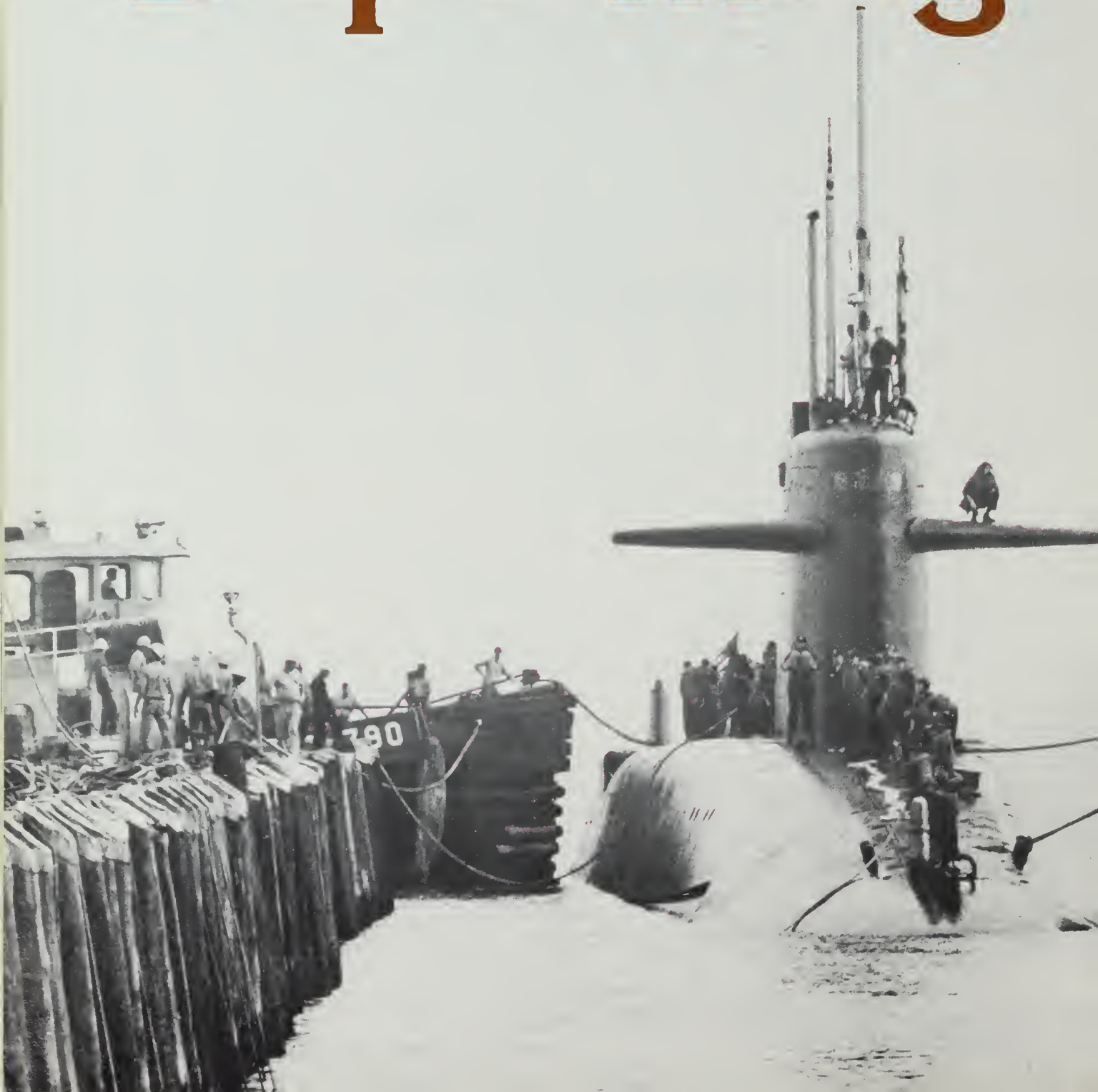
BASIC ALLOWANCE FOR QUARTERS

Pay Grade	Without Dependents		With Depend.
	Full Rate	Partial Rate	
O-10	427.80	50.70	535.20
O-9	427.80	50.70	535.20
O-8	427.80	50.70	535.20
O-7	427.80	50.70	535.20
O-6	384.00	39.60	468.60
O-5	354.00	33.00	426.30
O-4	315.00	26.70	380.40
O-3	227.20	22.20	342.00
O-2	240.60	17.70	304.50
O-1	187.80	13.20	244.50
W-4	303.60	25.20	366.60
W-3	270.90	20.70	333.90
W-2	235.50	15.90	299.70
W-1	212.70	13.80	275.40
E-9	229.20	18.60	322.50
E-8	211.20	15.30	297.90
E-7	179.70	12.00	277.20
E-6	163.20	9.90	255.00
E-5	156.90	8.70	234.30
E-4	138.30	8.10	206.10
E-3	123.60	7.80	179.70
E-2	109.20	7.20	179.70
E-1	103.20	6.90	179.70

BASIC ALLOWANCE FOR SUBSISTENCE

Officers:	$82.58 per month
Enlisted Members:	
When on leave or authorized to mess separately:	$3.94 per day
When rations in-kind are not available:	$4.45 per day
When assigned to duty under emergency conditions where no messing facilities of the United States are available:	$5.89 per day

The Fine Art of Deperming



"Dear Sir,

I heard of an experiment, conducted in 1945, where magnetic generators and degaussers were used to concentrate a magnetic field on a docked vessel. In the beginning of the experiment, the ship turned a hazy green, then it supposedly disappeared, reappeared, and disappeared again around (Norfolk) Virginia after an invisible cruise. The crew members were affected adversely so that some were killed, some hospitalized, and some continued to disappear and reappear at various intervals. Can you give me any information on this?

Sincerely,
A Concerned Citizen"

Fact, fiction, or a little of both?

In 1945, a magnetic field *was* concentrated on a vessel, but it wasn't an experiment. Indeed, the ship wasn't the first, nor would it be the last to be subjected to such a field. The procedure, required for all Navy vessels, is known as *deperming*—a process by which a ship is demagnetized.

The Norfolk Deperming Facility, unique among the three operated by the Navy, is an array of stilt-supported buildings encompassed by battered piers located in the middle of Norfolk's Elizabeth River. Its physical appearance is enough to make one question the purpose of the structure built on the spot where the *Monitor* and *Merrimac* fought the greater part of their historic battle so many years ago.

"It's possible," admitted Chief Warrant Officer Mick Slater, deperming officer, "that in 1945, something—lights, fog, or an electrical phenomenon—may have created what *appeared* to be a green haze around a ship."

It should be noted, however, that neither Slater, Lieutenant Commander Charles Stewart, degaussing division officer, nor the 35 enlisted men assigned to deperming have turned green (except on an occasional rough boat ride to the facility) and none have acquired the power to disappear.

The importance of demagnetizing vessels was initially recognized in 1939 when the Germans mined the English Channel. The British, uncertain as to whether the mines were magnetically triggered or not, fashioned a contraption known as a "boatswain's nightmare" (magnets suspended on a cable towed between two ships) and succeeded in detonating a mine. It proved that the mines were magnetically triggered and made it imperative that some method of reducing a ship's magnetism be devised.

Later that year, the British captured and disarmed a mine for study. Within days, they devised a method for protecting ships from mines. The new science was termed degaussing/deperming.

Although degaussing and deperming go hand-in-hand, they are not synonymous. Degaussing is the method used to reduce a ship's magnetism by energizing the degaussing coils with direct current. "Gauss" is a unit of measurement

Navy tugs help position USS John C. Calhoun *(SSBN 630) at the head of the slip.*



The Fine Art of Deperming

of magnetic flux density and is so named for Karl Frederich Gauss, a German physicist who conducted many of the early investigations into magnetism. Deperming, on the other hand, is the actual neutralization or stabilization of a ship's magnetic field.

The origin of the earth's magnetism is uncertain and, although magnetics has been studied for many years and much is known about what it *does,* science still doesn't know exactly what it *is.* It's known that the earth's magnetic field lies in a roughly north-south direction, but it is not constant in intensity or direction.

More important, though, is knowledge of the magnetic influence upon ships and how to compensate for it. Deperming is both a science and an art in that magnetic fields do not adhere to precise laws. Consequently, deperming varies from ship to ship.

What causes a ship to develop a magnetic field?

According to CWO-3 Slater, a ship takes on magnetic characteristics from the days its construction begins.

"How and where the ship was built has a lot to do with its magnetic signature," said Slater. "For example, if the ship is constructed in an actual north-south heading, it'll have a different magnetic property than one constructed in an east-west heading because the ship's field will have a tendency to line up with the magnetic field it's built in.

"If you take any piece of ferrous metal and bang on it with a hammer, the magnetic forces in that metal will start lining up with whatever magnetic field it's in," explained Slater. "When you construct a ship, there's a lot of pounding, twisting, bending, and welding going on. Consequently, every new ship has to be depermed to stabilize and correct the magnetic force so the ship's degaussing equipment can control that ship's magnetism. It's usually a one-time process for surface ships because of their built-in degaussing system of electrical coils which can be used to neutralize the ship's magnetic field. However, if a ship undergoes a major overhaul, it may have to come back to us."

Submarines are the exception to the "one-time" deperm. They do not have any on board degaussing equipment; deperming gives a submarine a magnetic field that cancels the magnetism generated by the earth. Eventually, the earth's magnetism overcomes the boat's magnetism and then the submarine returns for another treatment.

Before a vessel is scheduled for deperming, it passes over a degaussing range run by the Degaussing Division located at Sewell's Point, near the entrance to the Elizabeth River. From atop a signal tower, a signalman monitors Navy ships entering the port. The signalman, using semaphore, radio, or flashing lights, determines whether a ship wants to use the range. If the ship requests degaussing, the signalman informs an engineer, who coordinates the procedure.

"We measure the magnetic signature of the ship as it passes over submerged instruments located in the harbor channel," said Jim Sanderlin, degaussing range technician. "If the internal degaussing system aboard the ship is calibrated properly, the signature we receive through our computer should approximate a straight line."

If the signature deviates drastically, Sanderlin informs the ship and advises them of the calibration settings which will neutralize the magnetic field. If the on board equipment cannot neutralize the field, Sanderlin will go aboard and inspect the equipment.

"If the ship's gear is working properly and the ship still doesn't come within tolerance, it may be scheduled for deperming," explained Sanderlin.

The actual deperming is performed by two engineers who, basically, operate and monitor the equipment used in the process. Why, then, are some 35 sailors assigned to the facility?

"It's one of the few shore duty stations where a great deal of physical work is the norm rather than the exception," explained LCDR Stewart.

The facility is built around three slips of varying sizes which can accommodate aircraft carriers, destroyers and submarines. Before a ship arrives, deperming cables weighing 2.2 pounds-per-foot have to be positioned across the bottom of the appropriate slip. It's an all hands evolution which can take from one day for a submarine to four days for an aircraft carrier.

But there's more to deperming than simply laying the cables.

When a ship arrives, the backbreaking job of properly positioning it in the slip and snugly wrapping the cables around it begins.

Positioning a vessel—such as a submarine—is done entirely by hand; the only mechanical aid given the working party is capstans—one forward, one aft.

The submarine, aided by tugboats, arrives at the mouth of the slip; mooring lines are thrown to sailors on the pier, a bow line is attached to the forward capstan and a pier dolphin and the strenuous task of pulling the sub into the slip and correctly positioning it begins.

Positioning is critical to the deperming process. The sub must be within a certain distance—north/south and east/west—of the slip keel instruments. Three feet forward or to the left, for instance, of a pre-determined spot isn't good enough—the boat has to be right on. To ensure this, lines and capstans are frequently shifted, and steel cables, or "come-alongs", are used to stop the sub from shifting once in position.

As if the job of manhandling the boat into place isn't enough, the working party has to contend with river currents, tides, and the elements and the wakes from passing vessels. These variables can turn a two-hour job into a much longer task.

After the sub is positioned, deperming cables are wrapped around the boat and electrical connections are made.

"It normally takes two or three hours, using a 30-man working party, to wrap a submarine," explained Slater. "Of course, it takes longer for a surface ship. We did the *Eisenhower* (CVN 69) last year and it took 12 hours, using a 300-man working party."

Before deperming begins, anything

Facility crewmen take over from the tugs to move Calhoun *into position.*



The Fine Art of Deperming

that may be affected by the process is removed from the boat. Then the sub's magnetic field is measured by a series of 54 keel probes located in the slip. A computer analyzes the field and cranks out a magnetic signature of the sub.

"Some parameters for deperming have to be estimated based upon the experience of the technical staff," said Slater. "You go by the ship's past history, its steel, the present signature, and how you *think* it's going to react. You take all these components and figure what the best solution will be—what current to use, etc.—to bring the ship within tolerance.

"Then you try it," continued the warrant officer, "and, if it works, beautiful. If not, then you have to start from ground zero and work your way back up."

With the rectifiers controlling the amount of current going into the cables, the submarine receives its first shot of electricity. That shot, however, doesn't remove any magnetism, but instead, turns the sub into a large magnet.

"We completely wipe out the boat's original signature with the first shot," said Stewart. "If you read the signature after that shot, it would be at least 50 times greater than when it came in."

"You'd have a very strong magnet," chuckled an engineer. "If it came alongside a tender, it would have a tough time getting away."

That first electrical shot transforms the sub into a large electro-magnet—a process similar to that taught in basic science classes in which a steel nail is wrapped with small bell wire and connected to a 1.5 volt battery. The nail, like the submarine, is made into an electro-magnet.

"The only thing we do differently is that once we create that electro-magnet, we reverse the process and make that nail, or sub, the same as it was before," said Stewart.

"Then, we reverse it again, cut the voltage of that battery down and the magnetic field decreases. During the process, the steel's magnetic forces are going 'flip-flop, flip-flop', back and forth, until they tire of doing that. Then, they just lock in—some north, some south. Once we're finished," continued the degaussing boss, "we've done a better job than the earth did in the first place."

Stewart said, like any evolution, factors exist which, if safety precautions are not adhered to, could pose a danger.

"The cable insulation, for example, gets soft because of a combination of amperage and the ambient temperature," said Stewart. "When that happens, any protrusion on the ship (including barnacles), however small, can poke into a cable."

To minimize the heat, each electrical





shot lasts about 90 seconds with an hour between shots. This allows for cable cool down, but incidents still occur occasionally.

"We had one experience with a cable that was rigged over a sharp object on a ship. The cable got hot, the insulation melted, and the copper touched the hull and welded to the ship. That can happen, but we've never had any serious problems with damage to a ship."

Neither rain, nor snow, nor gloom of night—nor anything else—is reason enough to stop the deperming of a ship once the process has begun.

"The USS *Virginia* (CGN 38) was in last year during a two-day storm with winds of up to 80 knots," said Slater. "We had all we could do just to keep it in place—we couldn't work on it and we couldn't let it go.

"The worst thing you can do is partially deperm a ship and send it on its way. If we magnetize it very strongly and then stop the process, it would be such a strong magnet that it could attract trigger mines from probably 10 times as far away as normal."

Deperming isn't restricted to submarines and surface war ships. Coast Guard cutters, some aircraft and smaller vessels also require the treatment from time to time.

"Our engineers have devised a portable deperming unit with which they've spot-depermed F-14 *Tomcats* and the pilothouses on smaller ships," said Stewart.

"We've discovered that a protrusion extending forward from the very nose of the F-14 has an affinity for lightning," explained Stewart. "The metal, when struck by lightning, develops a magnetic field that plays havoc with the plane's instruments. Deperming, although not a normal process for the plane, is required in this case."

Stewart also pointed out that the pilothouses of small craft sometimes require deperming for much the same reason as aircraft—instrument disruption.

In addition, spot-deperming can be performed on sections of vessels which have undergone welding which creates magnetic fields in the welded area.

Although a ship's magnetism cannot be completely eliminated, the science of degaussing/deperming has developed significantly since the days of the "boatswain's nightmare" and has enabled U.S. Navy ships to sail wherever needed to perform their special tasks, unhampered by magnetic intrusion from above and beneath the sea.

—Story and photos by JO1(SS) Pete Sundberg



SM1 Tom Bowden (upper right) prepares cable for wrapping the sub as another Calhoun *sailor struggles to pull a one-half ton cable over the sub's tail. CWO-3 Mick Slater directs the sub to the spot where deperming will begin.*


RECOVERY PROFILE
ST TM SN REMKS
41 09 300 L50
39 10 303
208
202
403 L50B
110
FB 350 DW 170 RAMP READY
DECK
611 15
616 17 NORDO
302 15
306 17
305 15
603 17
REF. RAD: 330
BRG: 330
WX: E50@2FH
ALT: 29.92
PRI.DIVERT
BRG: 247 DIST
WX: E20@6H
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Air Traffic Controllers

The Navy's Master Jugglers

In the early days of flying, air traffic control was strictly up to the pilots. It was a basic case of watch where you're going and watch out for the other guy.

This worked fine during ideal weather conditions when the pilot could see an oncoming aircraft from great distances. However, the need arose, especially in the military, for aircraft to be able to fly during all kinds of weather. This, coupled with growing numbers and types of aircraft, intensified the need for some way to control the movement of aircraft in flight. The risk of air collisions was becoming too great. Thus, a new field in both civilian and military aviation was born.

Today, civilian airports and all military services use air traffic controllers to help maintain safe, orderly and efficient movement of air traffic worldwide.

Although the job responsibilities of the Navy's 2,400 air traffic controllers are basically the same as those of other services, there is a slight difference. Navy air traffic controllers not only assist aircraft onto and off 10,000-foot runways ashore, but also help Navy pilots land on the rolling, pitching decks of aircraft carriers.

Air traffic controllers on the job at one of the approach control positions and the approach control status board.

This is not a simple task; it takes a person with unique qualities who also has specialized training. Navy air traffic controllers (AC) have these qualities and have the specialized training. They also have to nurture some special characteristics in their working environment.

The most obvious adaption is the controller's "third ear." The controller must listen to several communications coming from different areas simultaneously. He must listen to some five to 15 pilots at a time, each requesting instructions. He must listen to the supervisor who roams the control room giving instructions. He must also be tuned to the transmissions of other controllers in the room.

Another trait controllers have acquired has evolved from long hours working in the radar room, a "dark hole" where a massive array of electronic equipment appears to be decorated with Christmas lights. There, the controllers need the night vision of an owl to watch the tiny blips of light that represent pilots and their aircraft moving across the pulsating glow of the radar screen.

To remember who and what all these blips of light represent, the controller has developed the memory of an elephant. In addition to remembering which blip represents which aircraft, the controller must also remember an aircraft's call sign, altitude, bearing, fuel state, approach speed and separation from other aircraft.

As if this were not enough, the controller must have nerves of steel to accomplish all these tasks and make important split-second decisions while exposed to the fast pace and controlled chaos of air operations.

Master Chief Air Traffic Controlman Jerome Pilgrim, senior air traffic controller at the Air Traffic Control School in Memphis, Tenn., said, "An air traffic controller must be able to walk and chew gum at the same time."

"This is an oversimplification," Pilgrim said, "but it gives the idea of what we are looking for in a prospective air traffic controller. The AC must be able to retain information, give it a certain priority, and convey messages in a

proper and clear manner while making important, spontaneous decisions."

Whether controllers are in a carrier air traffic control center (CATCC) or a control tower at a naval air station, the controller's rating skill, not necessarily rank, determines the position assignment.

"You may go to a CATCC," said ACC Ray H. Snyder, CATCC course supervisor at ATC School, "and find an AC3 instead of a more senior controller working the most demanding controller positions. It all depends on the person's level of proficiency in the different controller positions."

"It is the same for a shore facility," AC1 Dave Ferguson said. "For instance, a chief air traffic controller who is transferred to another airfield control tower does not automatically take over as the tower supervisor. He must go through a period of indoctrination of and certification for the tower's control area just like any newly assigned controller."

Basically, there are four control positions in a CATCC and three positions in a tower. The main differences in their operations are the rules to be followed and the assigned working hours.

Shore towers must abide by the rules of the Federal Aviation Administration (FAA); the CATCCs—in "blue water ops"—work under the Navy air operations guidelines (CV NATOPS). For example: a controller in a tower ashore must keep in mind the FAA's minimum aircraft separation of three miles; a CATCC controller normally separates the aircraft by two miles.

A controller assigned to a carrier will work in air operations or carrier control approach (CCA). These areas make up the CATCC which is located normally amidships one deck below the flight deck and two decks above the hangar deck.

The four controller positions in the CATCC are departure, marshal, approach and final control.

A departure controller provides either close or advisory control—depending on weather conditions—to all launch aircraft. If an aircraft is about to overtake a flight formation, the departure controller advises the pilot of the problem.

The remaining CATCC positions are so closely tied together that a minor mistake by one will in some way have an impact on the others.

The landing sequence begins when the returning pilots report they're 50 miles from the carrier. At this time, the marshal controller contacts the pilots and assigns them their holding pattern radial/distance, carrier weather, recovery course, estimated arrival time and altitude at 1,000-foot intervals.

As the planes reach 20 miles, control is switched over to the approach controller. He ensures the aircraft maintain safe separation and assists pilots in their approach to the glide path and into the landing configuration at the 10-mile fix. A smooth approach is extremely important during this phase. Any deviation in descent or bearing leaves little time for correction by the pilot or final controller during the final approach stage.

At six to eight miles, the final controller takes over and guides the aircraft into a precise glide path and center line alignment all the way in until three-quarters of a mile away. From there it is up to the pilot's skill and the landing signal officer's direction whether the aircraft will land safely. If the pilot misses the wire, he bolts and the whole process starts again.

A controller's positions and responsibilities at a naval air station are slightly different from those at sea. First, there are only three primary controller positions—flight data, ground and local control.

The flight data controller is mainly the secretary of the tower, coordinating all clearances and information with all the convening authority facilities, military and civilian alike. For instance, on shore, the approach control may be located at a large civilian airport, but clearances still must be obtained from them before a plane can leave the military airfield.

A ground controller monitors and controls movement on the ground of all aircraft taxiing, trucks crossing the runway and ground crews moving on the taxiways and ramp areas. The ground controller must obtain permis-



sion from local control to allow any movement across the runway.

Local control or "A stand" is the overseer of all tower and all airborne traffic over the field. Anything that goes on at an airfield is ultimately the responsibility of the local controller. In this regard, tower organization is different from CATCC. Major decisions aboard ship are not made by the controllers themselves. Permission must be obtained from the CATCC officer or the ship's captain. At an airfield, the controller makes all the decisions.

Regardless of where a controller is assigned, all air traffic controllers must go through the same training and meet the same strict FAA physical and certification requirements.

The never-ending training for ACs begins at the Air Traffic Control School, NAS Memphis in Millington, Tenn. The prospective air controllers go through more than 13 weeks of intensive "A" school training. Here, they learn to be the kind of controller the fleet needs.

"From day one, we stress teamwork, coordination and trusting the person working next to you," says AC1 Dave Ferguson, ATC "A" school instructor. "You must have trust in your fellow controllers' decisions and the pilots must have trust in the controllers' decisions. If there is a lack of trust, the frequencies and airwaves will be cluttered with disturbing conversations and air operations will suffer."

Upon graduation from "A" school and when students have satisfactorily met FAA requirements, they become certified tower operators (CTO). This does not mean their training is completed. When these CTOs report aboard their new duty stations, the training starts all over again. An AC, regardless of experience, must be certified at each new station to become familiar with the new operational procedures.

The air traffic control rating, much like other highly technical ratings, is constantly in a state of change. Innovations are always cropping up in equipment, training procedures and standards.

One innovation is the small 15G21 training simulator which will help to cure one of the Navy's age-old problems —a controller's skills getting rusty during non-flying hours. In the past, ACs kept their skills honed and new controllers were given orientation during actual air operations. But with the 15G21, multiple simulated aircraft targets can be generated on the carrier surveillance radar system and the automatic carrier landing system during non-flying hours so the CATCC teams can maintain a high level of proficiency.

Prospects look good for the air traffic control rating. It is a highly marketable skill that draws quite a number of highly-qualified volunteers for the Navy's much sought-after ATC training.

"They come into the Navy with a good attitude," said Master Chief Pilgrim, "because they are seeking training in a field that will provide them with a feeling of self-satisfaction and pride. It is this self-satisfaction that turns them into the professionals they are."

—Story and photos by PH1 Michael P. Wood



Left: A husband and wife team, instructors ACAN Frank and Kathleen Conflenti, monitor local flight patterns. Right: Ground-Controlled Approach supervisor AC1 Jeanette Armitage coordinates with NAS Memphis tower while final controllers ACAN James Duke (foreground) and AC2 Jim Jones (rear) prepare to talk down the aircraft.

Bearings

Albany Retires



VADM William N. Small, Commander 6th Fleet, receives his framed three-star pennant from Master Chief Petty Officer Alvin J. Sniff on behalf of the crewmembers of the Admiral's former flagship, USS Albany.

The last of the large guided missile heavy cruisers, USS *Albany* (CG 10), has been retired from active service, ending a 35-year career. Replacing *Albany* as flagship for Commander U.S. 6th Fleet Vice Admiral William N. Small, is the destroyer tender USS *Puget Sound* (AD 38).

The turnover ceremony held recently in Gaeta, Italy, on the Gulf of Gaeta, marked *Albany*'s end of four years' service as 6th Fleet flagship. After the ceremony, *Albany* departed for the United States and decommissioning, which took place in August.

The tender *Puget Sound,* with a crew of 940 men and women, is commanded by Captain George W. Stewart.

Recognition Day

"At a time when our country seems often to be afflicted by self-doubt, I hope the entire nation can draw confidence and strength from the example of the POWs and MIAs. The American people should never doubt that our nation produces men and women who place their country above self."

That was the central thought of Rear Admiral (now Vice Admiral) William P. Lawrence's address at a Pentagon ceremony in Washington, D.C., on July 18—National POW-MIA Recognition Day. The admiral, who is Superintendent of the U.S. Naval Academy, spent more than six years as a POW.

The ceremony underscored the nation's resolve to obtain a full and accurate accounting of prisoners of war and missing in action servicemen from the government of North Vietnam.

Setting aside the day, President Jimmy Carter stated in his proclamation, "We must remember the unresolved casualties of war—our soldiers who are still missing. The pain and bitterness of war endures for their families, relatives and friends."

Admiral Lawrence told the audience gathered at the Pentagon—among them Secretary of the Navy Edward Hidalgo—that ". . .the most important quality to POW survival was faith. First, religious faith was an ever constant source of strength and comfort . . .Another important element of faith was just plain old patriotism . . . our sense of patriotism gave us the strength to resist the enemy's efforts to exploit us and to force us to be disloyal to our country."

He said that—while a POW—the "common goal was that all return home as sound and healthy as possible, having served our country with honor. Every act was directed toward that goal."

Admiral Lawrence concluded by saying, "We POWs and MIAs, more than most, appreciate our American way of life and we have been very proud to help preserve our cherished national treasure—our wonderful freedom."

Who Needs Skis?

In the canals and bayous of New Orleans, waterskiing is common. Among the avid waterskiers, however, a passerby could see an unusual style being practiced.

When retired Lieutenant Commander Jim Boyette skis, this former enlisted man uses only his bare feet; still, he averages speeds of 40 mph.

"The heavier you are, the faster you have to travel," said Boyette.

The current National Senior Men's Overall Barefoot Waterskiing Champion, Boyette is part of a growing number of waterskiing enthusiasts who have shucked their skis. He's held the title for two years running.

But national level competition for this type of waterskiing has only been held since 1978. In all, Boyette holds five of the eight possible national titles. He took the 1978 trick and slalom titles and the 1979 start method title.

But the former supply officer hasn't always been skiing barefoot. The 34-year Navy veteran began skiing barefoot at the age of 45.

"I come from Tampa, Fla., and I have been around water sports all my life," said Boyette. "Barefoot skiing was the next step."



In spite of his late start in barefoot competition and being matched against others with more competition experience, Boyette has dominated the senior men's division. The competition is held in three events and a skier must score points in all events to qualify for the overall title. The events include the wake slalom in which a skier tries to cross a boat's wake as many times as possible in 20 seconds. The method he uses determines the point value of each crossing. Trick skiing competition is judged on the degree of difficulty attempted.

Besides his national titles, Boyette, now 52, also holds the 1977 Hawaii State Waterski Jumping title and the 1978 Sports Illustrated Magazine's Award of Merit. He was a member of "Team Hawaii," a group of five who represented Hawaii in mainland tournaments.

Before reporting to his last duty station at the Naval Support Facility in New Orleans, Boyette sharpened his barefoot skiing talents by entering the Australian Barefoot Master's Invitational.

"The Australians are recognized as the world's best barefooters. I think the experience of skiing with them made a marked improvement in my 'footing,' " he said. "It's what gave me an edge in winning my national titles."

— By JO1 Earl G. Farish

Lemoore Housing

Residents of U.S. Naval Air Station Lemoore, located in the heart of California's San Joaquin Valley, are witnessing one of the largest housing repair projects ever undertaken by the Navy. The contract, awarded to a civilian construction firm by the Navy Facilities Engineering Command, called for the renovation of some 1,300 of the station's 1,590 housing units—virtually all of the Alvarez Village area.

The $36 million repair project, involving everything from needed plumbing repairs to landscaping, required entire neighborhoods to be temporarily relocated into houses not under repair. The first group of refinished homes was ready for occupancy during the summer.

Built in the early 1960s, NAS Lemoore is home port for the Pacific Fleet's light attack squadrons and headquarters for Commander, Light Attack Wing, U.S. Pacific Fleet.



Haute Cuisine on *New Orleans*

French onion soup, mushroom quiche, corn timbale with sauce mornay, and buche de noel are foods not normally found aboard Navy ships. The USS *New Orleans* (LPH 11) is an exception. These and other uncommon foods are finding their way to sailors' tables since *New Orleans'* mess management specialists attended an intensive French cooking course.

Karen Gibson, instructor for the Gibson Girl Cooking School in San Diego, took the challenge of updating standard Navy recipes after Lieutenant Commander Tom Griggs, supply officer for *New Orleans,* contacted her with the idea.

"Actually, it was my wife's idea," said Griggs. "She was attending the school and thought it would be a good idea to get our cooks to take the course."

"This was possibly the biggest challenge I had ever undertaken," said Mrs. Gibson. "At first, I thought it would be almost impossible to change the Navy's recipe cards and menus, but after looking at menus and food preparation facilities, I figured I could help brighten meals and also save on food costs."

What may seem like a simple undertaking—arranging for the cooks to attend the course—involved completely reworking schedules. The men would come to work hours before reveille and cook for the ship's company during the day. After the evening meal, they barely had time to clean up and make it to class.

The course, regularly a month long, was crammed into six intensive lessons over a two-week period, with several lessons being held on board ship.

The original idea was to change the menu for the wardroom; there were some difficulties when evaluating those changes.

The wardroom menu is set up on a weekly schedule, similar to the enlisted mess. But to gain projected savings, the menu cycle would have to be altered so leftovers could be used in future meals. Mushrooms, breads and some vegetables could be used again in soups, quiches and salads. With proper storage, leftovers can be saved up to 72 hours.

With the alterations in the menu cycle, it was easy to give meals a change of pace. Because it was so simple, *New Orleans'* commanding officer extended the program to the enlisted mess.

One or two fancy foods are served each day with occasional full-course French meals served during the month. Additionally, changes were made in preparing other foods. Spiced dishes, fresh breads and pastries became common. "Getting back to basics," was how one cook described it.

"I feel the improvement was well worth it," said Griggs. "Plans are being made to reschedule the classes when new cooks transfer in."

"Most of them thought they couldn't cope with it when starting the course," said Mrs. Gibson. "They have done an excellent job, their attitude was good and they already knew how to read recipe cards correctly. Teaching this group has been personally rewarding."

—By PH3 Randy Hayes



Karen Gibson explains the fine points of deep frying to MSSN Jeff Kennedy.

Kobo Cottage Kids

For some 50 children of Kobo Cottage Orphanage in Hayama, Japan, near Yokosuka, the USS *Midway* (CV 41) and her crew are special. Last year *Midway* officially "adopted" the orphanage, and since then, crew members volunteer their time and effort to entertain the youngsters every chance they get. As a special gift last year, *Midway* sailors collected $8,000 in cash for the orphanage.

Recently, the kids at the orphanage spent a day with their sailor buddies on a hiking trip along a mountain trail.

"Although the children don't speak English, it was evident from their reactions that they really had fun," said one *Midway* volunteer.

The sailors were a big hit, giving piggyback rides, making funny faces and performing a few tricks that "left some of us totally worn out," said one crewman. "But it was well worth it to see the happy smiles on those kids' faces."

—Story and photo by JO1 Dan Guiam



South Pacific Info Needed

The Micronesian Area Research Group (MARC), currently working on two projects about the Pacific Islands, needs copies of diaries, photographs, letters and general observations from individuals who have information on the Micronesia area.

The first project, The American Naval Period, deals with the first half of the century on Guam, entailing the naval administration on the island between 1889 and 1950. The second project is the War in the Pacific Historical National Park. The center has special interest in the Mariana, Caroline, Marshall and Gilbert Islands.

Although the MARC has begun a thorough search into the official documentation of both eras, they would like to tap as many private sources of information as possible.

Individuals who might have been in the South Pacific area, or know of others who have, and are willing to assist the center with information, should contact the director of either project at the Micronesian Area Research Center, University of Guam, UOG Station, Mangilao, Guam 96913.

Reunion at Sea

For the ships and men of the Commander Middle East Force operating in the Arabian Sea, 8,000 or so miles from home, each day is pretty much routine. For Fire Control Technician M Second Class Russell Robinson, on board USS *Richard E. Byrd* (DDG 23), a day at sea is, more than not, just like the day before. But one day recently, FTM2 Robinson spent a day at sea that he probably will never forget.

It started in the morning when he spotted the carrier USS *Coral Sea* (CV 43). He knew that somewhere on that flattop was his brother, Ross, whom he hadn't seen in two years.

Taking advantage of this "so close yet so far" situation, the commanding officers of *Byrd* and *Coral Sea* made arrangements for Ross Robinson to be picked up by helicopter during a routine mail run from *Coral Sea.*

After spending the day together, the two sailors said their goodbyes and Ross headed back to the carrier. For both brothers, home seemed a little bit closer.

Assault Craft Unit Two

At The Ready



Only moments before, it had been a quiet and lonely stretch of beach, undisturbed except for a few giant sea turtles that played in the sand. But then the attack began. Tanks, trucks and Marines poured over the ramps of Navy landing craft and stormed ashore for the start of an amphibious assault training exercise.

Within the operating areas of the U.S. Navy's 2nd and 6th Fleets, all U.S. amphibious landing maneuvers are carried out with the aid of landing craft—and crews—provided by Assault Craft Unit Two (ACU-Two) from Naval Amphibious Base Little Creek in Norfolk, Va. The unit's counterpart for amphibious operations in the Pacific is ACU-One.

For typical assault landings, ACU-Two assigns three LCUs (landing craft utilities) and two LCM-8s (landing craft mechanized) to transport troops and supporting equipment from larger "mother" ships that remain offshore. Each 200-ton LCU can carry as many as 400 combat-equipped Marines and up to three tanks, or a variety of other cargo, such as surf cranes, bulldozers, communication vans, jeeps, trailers and ar-





Left: A crewman from USS Newport *(LST 1179) gives the go-ahead for transferring a tractor from LCU 1664 to the tank landing ship. Right: BMC Charles Weger, officer in charge of LCU 1664, relays commands to the helmsman and throttleman. Below: Two LCUs, flanked by an LCM, transport tanks to the beach.*

Assault Craft Unit Two

tillery. The smaller, 70-ton LCM-8s have space for one M-60 tank or 200 Marines. For large-scale operations, like the Guantanamo Bay Reinforcement Exercise in October 1979, and for exercises that may last several months or more, ACU-Two furnishes additional landing craft and the crews to operate them.

Each LCU is under the command of a "craftmaster," usually a chief or first class boatswain's mate. Nine other crewmen, consisting of an engineman, electrician's mate, mess management specialist, boatswain's mate, quartermaster and four non-rated seamen and firemen, handle the ship's gunnery, deck, communications, supply and engineering tasks.

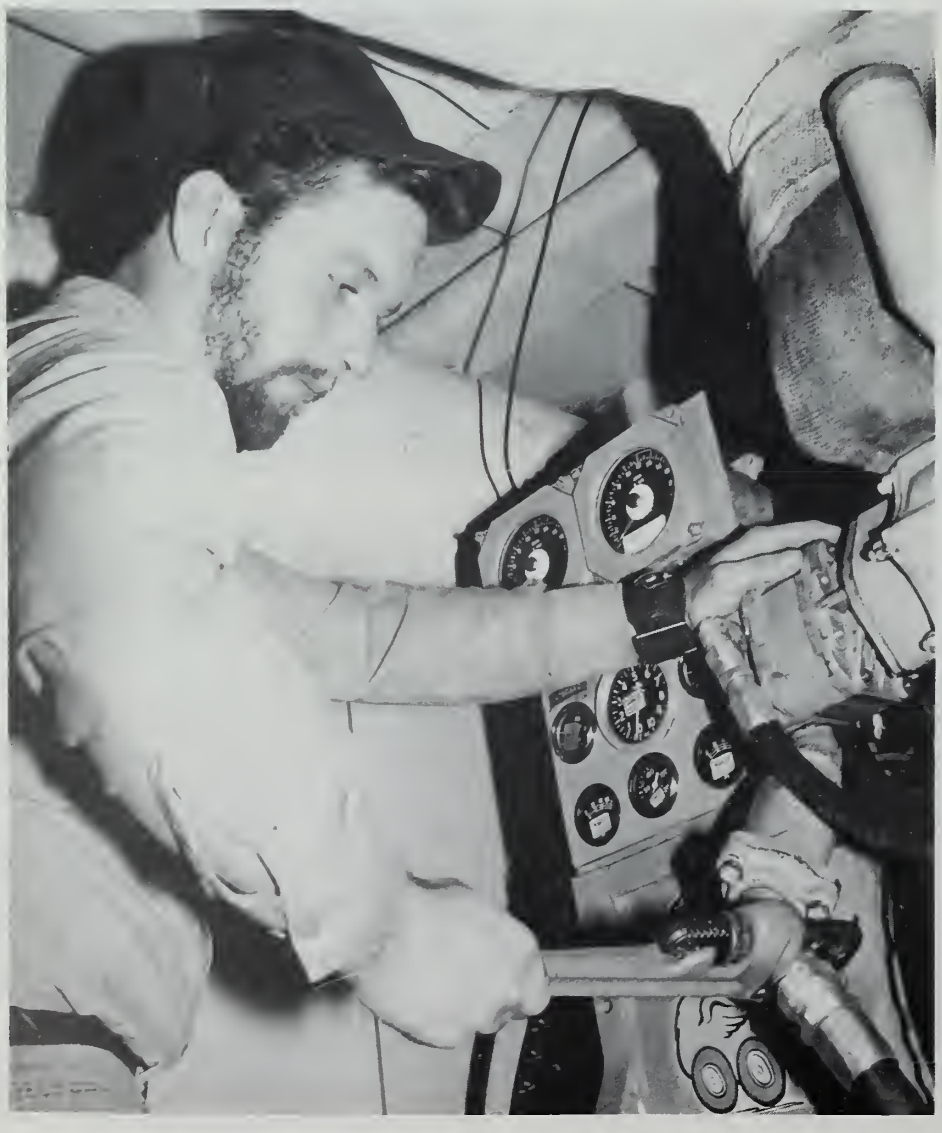
An LCU is self-sustaining in every way. With a complete galley and adequate berthing facilities, an LCU can deploy independently for a month or even longer.

Commander W.L. Clegg, ACU-Two's commanding officer, considers being the craftmaster of a landing craft a unique opportunity for senior enlisted men to experience the responsibilities of a command.

"We treat the entire craft as a separate command and the craftmaster is the officer in charge," said CDR Clegg. "We go to the craftmaster like we would go to the commanding officer of any ship whenever there is something concerning that craft that needs to be discussed."

The craftmaster and members of his crew normally spend a two- or three-year tour aboard their LCU. "During that time, the craftmaster runs the show on his ship," said Clegg.







Several months of practical experience, classroom training, completion of personnel qualification standards and passing a comprehensive written examination are required before a petty officer can qualify as a craftmaster.

Craftmaster Chief Boatswain's Mate Douglas W. Moore of LCU-1661, for one, admits that it is not an easy responsibility. He said it required knowledge of and attention to every detail aboard ship, "from the top of the masthead light to the keel."

Being responsible for his nine crewmen is, perhaps, Moore's biggest challenge. "Leadership is more than giving orders," he said. "Being the skipper means you have to pay close attention to your crew's needs and their wants. If the craftmaster takes good care of his crew,they'll take care to do a good job."

ACU-Two's LCM-8s, though smaller than the LCUs, require no less responsibility and professionalism from their crews. Like craftmasters, the coxswain of an LCM-8 receives extensive training in such areas as inland and international rules of the road, weapons, communications, supply procedures, first aid, and amphibious operations and tactics. To assist the coxswain—usually a second class boatswain's mate—are an engineman second class "chief engineer," an assistant engineer and a bowhook.

But unlike LCUs, the LCM-8s are not self-sufficient and must rely on the mother ship to furnish food, berthing space and living quarters during a deployment. Crewmen are assigned to an LCM-8 only for the duration of an assault exercise.

At their home base at Little Creek, the landing craft are maintained by support personnel from ACU-Two's five major departments: operations, landing craft, supply, maintenance and repair, and administration.

Through their behind-the-scene efforts, these men and women take care of some 63 craft, providing whatever is required to ensure that ACU-Two's landing craft continue to be a highly visible and effective part of Atlantic Fleet amphibious operations.

—Story by Karen Parkinson
— Photos by Pam McDearmid Bennis

In ACU-Two, it's a cooperative effort: (top left) EN3 Frank Hardison; (far left) ENFN C.E. Sinnett; (center) SA Deborah Nuckles; (below) MS1 Diosdado Paras.





Mail Buoy

Engineers Do Help

SIR: I could not believe a quote I read from a naval aviator in your April 1980 *All Hands*.: "We have to be able to count on the flight engineer to keep us out of the water." I understand the importance of the contributions made by our great flight engineers, but if we have lost the ability to put flying the aircraft ahead of "getting involved with the tactical picture," then things have surely changed since I was a flight instructor. —LT. K. Kenyon.

• *Standing alone, the quote could easily be misinterpreted; leaving out the word "help" only adds to misinterpretation. The actual quote was: "We have to be able to count on the flight engineer to* help *keep us out of the water." We think it's fair to say that the flight engineer* helps *keep the aircraft out of the water.* —ED.

Bells Back?

SIR: Your story, "Recruiters of the Year," showed a first class petty officer in the "cracker jack" uniform.

I would like to know how he is authorized to wear the traditional uniform when uniform regs state that only E-1s through E-5s are allowed to wear it.
—CTA2 R. Nelson II.

• *Navy field recruiters, E-6 and below, are authorized to wear the traditional jumper and bell bottom uniform only while the member is assigned to the Navy Recruiting Command.* —ED.

Roark Was First

SIR: Your story, "Sampling the Best of the South Pacific," was great. The cruise also was great; I know because I was there.

The USS *Roark*—and not the USS *Peary*—was the first ship to visit Vila since World War II. The *Roark* had the special honor of showing the people of Vila that "fighting ship" is only a name given to a vessel. I made many friends and there were hundreds to see us off. —PC3 Snyder.

• *Glad to hear that you enjoyed our story. As you pointed out, the* Roark, *and not* Peary, *visited Vila.*—ED.

Diesel Tang

SIR: In your article "A Diesel Boat Named Tang", (April, All Hands), you stated that the *Tang* was the only diesel boat operating in the Atlantic in 1978.

In fact, *Tang* became the second operational diesel boat in the Atlantic. The USS *Trout* (SS-566) became the first after the USS *Wahoo* (SS-565) entered the Philadelphia Naval Shipyard in July, 1978.

The day *Tang* entered the Atlantic through the Panama Canal, the *Trout* was already operating in the Atlantic.—TM2 C.E. Lizotte

• *We should have stated* Tang *was "believed to be the only diesel boat operating in the Atlantic." Such words as "first", "only", "last", and the like always invoke a challenge.* —ED.

Twins Not Together

SIR: The March 1980 issue had an article titled "Twins Still Together." Every time one reads about twins, they are usually stationed together but, in my case as an identical twin, I'm not serving with my brother. My brother and I joined the Navy together under the Delayed Entry Program, completed recruit training together and then split to attend our respective "A" schools. Since then, we have seen each other only twice. I just didn't want your readers to think that all twins serve together in the Navy. —JOSA T. Carlile.

• *The Navy tries to honor requests for brother duty—within reason—but, as you know, brothers are allowed to, and do, serve at different commands if they so choose.* —ED.

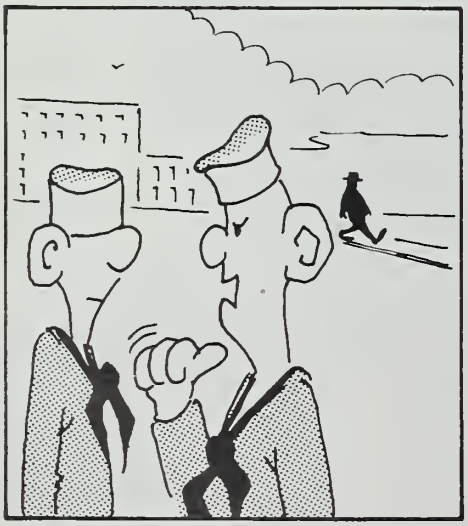
Reunions

• USS *Coates* (DE 685)—Reunion Oct. 24-26, 1980, in Baltimore, Md. Contact Robert Davis, 155 Sperry Rd., Bethany, Conn. 06525 or Charles Katan, 5 Tilden Rd., Danbury, Conn. 06810.

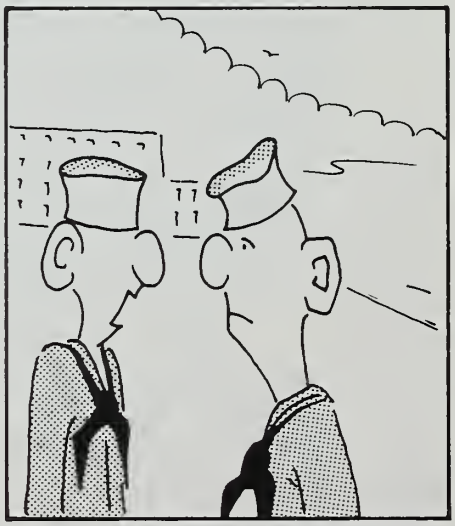
• USS *Hovey* (DMS 11) (Formerly DD 208) Reunion Oct. 31-Nov. 3, 1980, in Las Vegas, Nev. Contact Bob Caldwell, 525-275 El Norte Pkwy., Escondido, Calif. 92026.

• USS *Arizona* (BB 39)—Reunion Dec. 3-7, 1980, in Tucson, Ariz. Contact Joseph K. Langdell, 2372 Butte House Rd., Yuba City, Calif. 95991.

• USS *Remey* (DD 688)—1980 Reunion. Contact Archie L. Hepler, 201 Elm St., Tionesta, Pa. 16353.

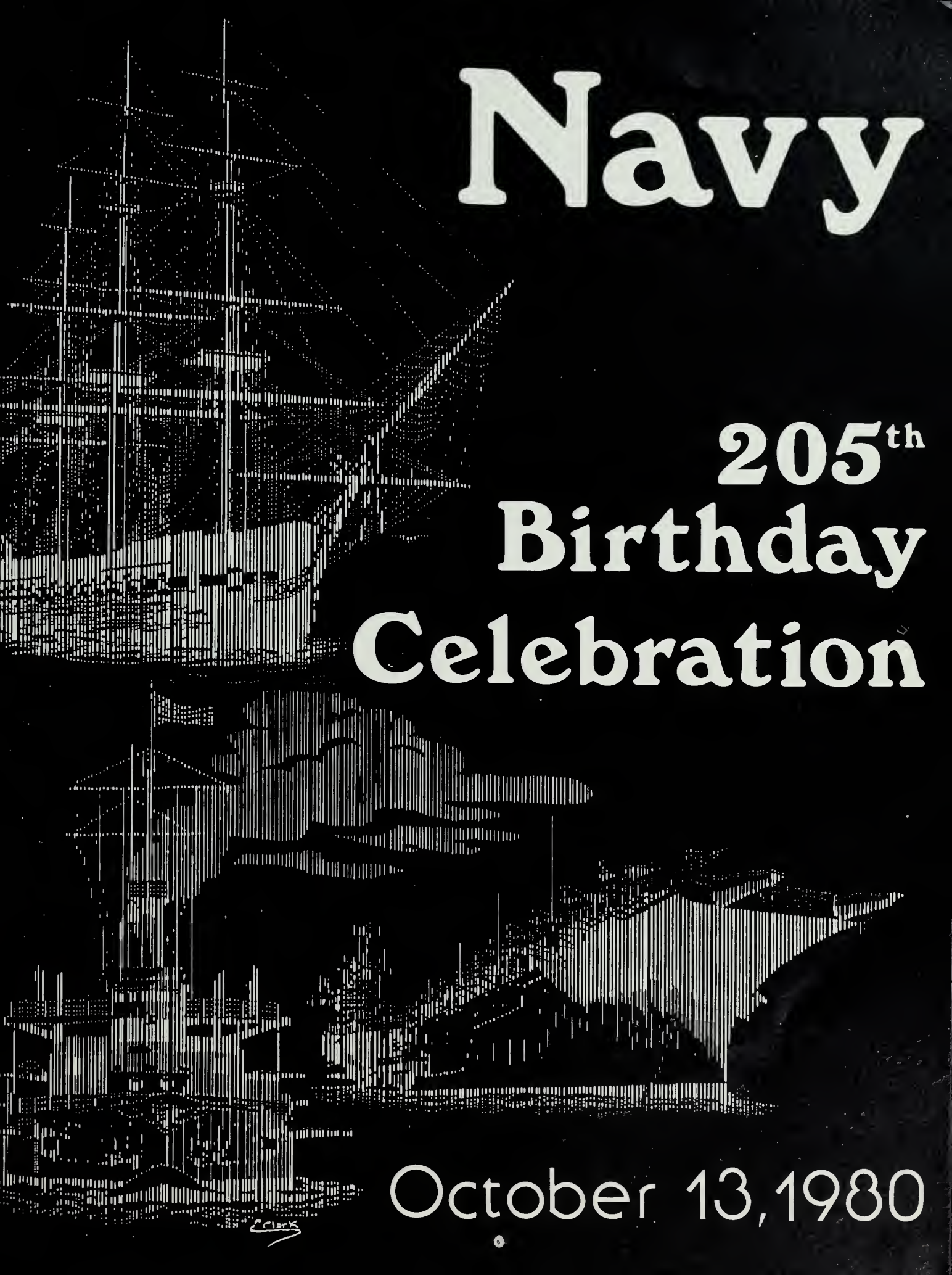


"He is what you call "Old Navy!"



"What makes you say that?"




Navy
205th
Birthday
Celebration
October 13, 1980

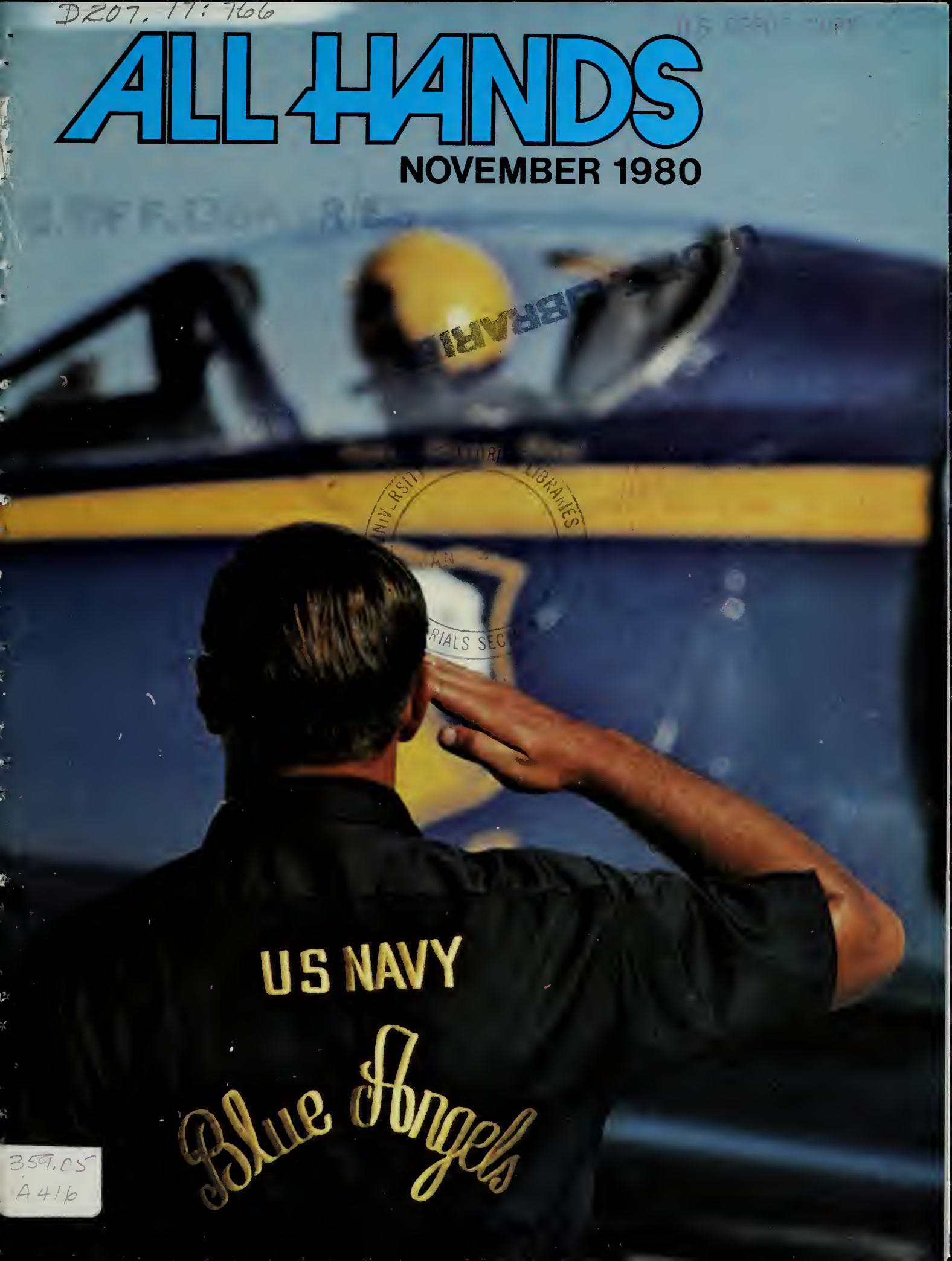


Jackson Parker -
A 38-Year Climb to Flag Rank • See page 2

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Three Spruance-class destroyers— USS Hewitt *(DD 966), USS* Kinkaid *(DD 965), and USS* John Young *(DD 973)— lie beside a pier at Pearl Harbor. Primary mission of this class of destroyer is antisubmarine warfare; they employ helicopters, antisubmarine rockets and torpedoes. Photo by JOCS John D. Burlage.*



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Chief of Naval Operations: ADM Thomas B. Hayward
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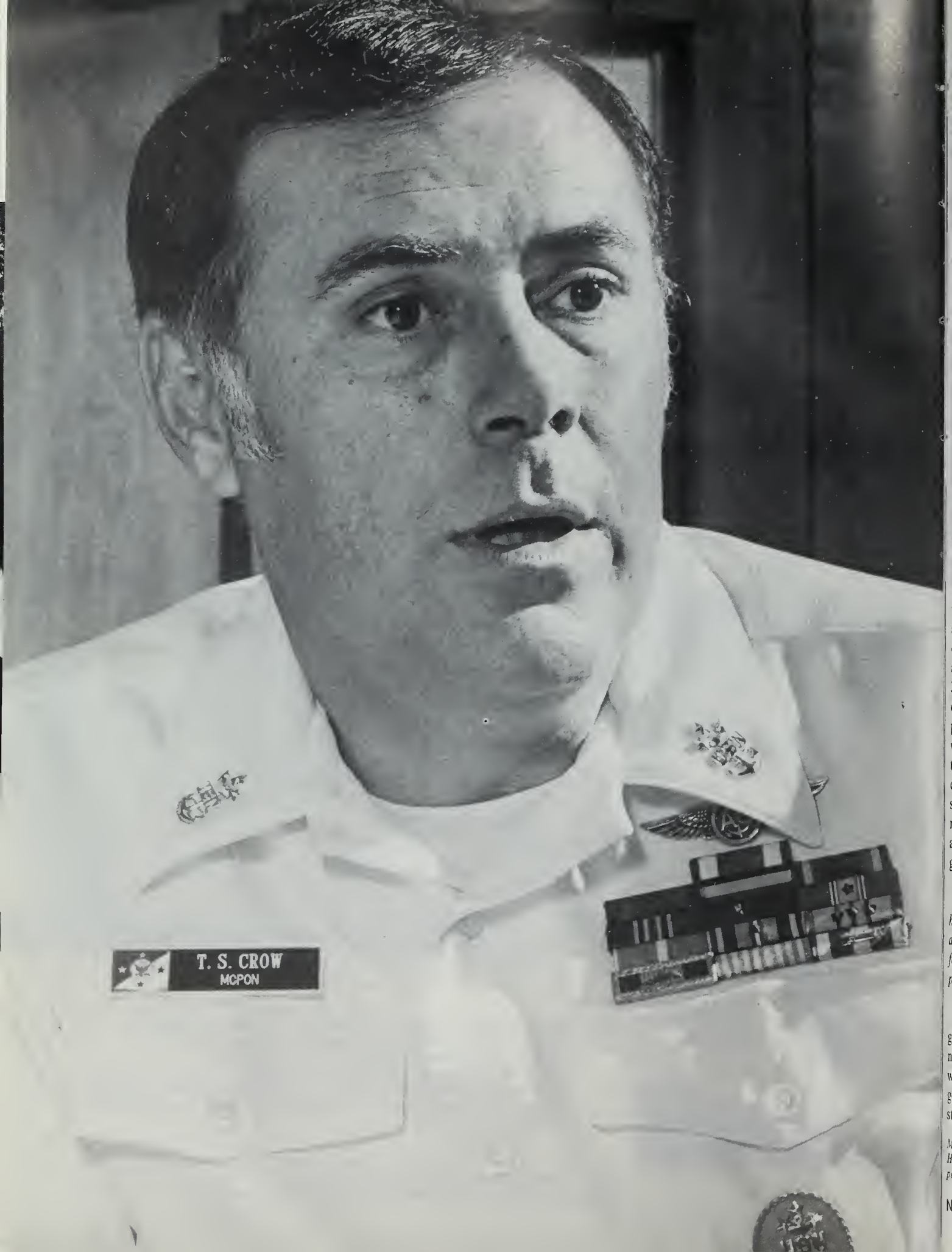
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Covers

Front: The enlisted maintenance effort behind each Blue Angels' performance is one of professionalism and pride. See their story on page 20.
Back: Duty at Naval Facility Cape Hatteras offers personnel an opportunity to relax and enjoy the simple life. See page 39. Both cover photos by PH1 Jim Preston.

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T. S. CROW
MCPON

An Interview With MCPON

Q: *Have you achieved some of the goals you set for yourself when you took over as MCPON?*

A: I feel that I have. Naturally, I haven't gotten to everything but I think after nine months, one major accomplishment that we've just been able to get on the street is the new Command Master Chief Program. It was announced just recently. We've been working very hard. I've had the benefit of working with good people at NMPC to staff out the concept of how to utilize our senior and master chiefs. I've been able to help pull it together. We'll see 36 of our surface ships have the benefit of a full-time master chief billet and people will be assigned to those jobs as we get the master chiefs into the system. We've gone through just about a complete rewrite of the OPNAV instruction that governs the job. It's a new program and I'm very proud of it and I think it's got potential to keep on growing.

Q: *During your travels you no doubt hear the same questions over and over again—perhaps they're phrased differently. What is the single, most important concern of Navy people today?*

A: Well, I don't think you can ever get completely away from pay. Pay is now being addressed at long last and we're starting to see some positive things going on in Congress and in the administration that indicate we're going to be taking a good hard look at just how bad off we are compensation-wise. I just came back from a trip to Europe and just before that, to WestPac. It's quite a big issue with people and I think people are very much aware now that it is being addressed. I don't think we're asking for anything more than to be able to live with a little dignity in a society where the economic trend is so inflationary. Adequate compensation is what we're after and that's what we need. So, we still talk about it; it's still prevalent in every conversation, in every group meeting I've attended throughout the Navy, on ships at sea and here in Washington.

MCPON Thomas S. Crow talks with ALL HANDS about Navy careers, travel and his perceptions of today's Navy.

Q: *What other topic seems to concern Navy people the most?*

A: If you get past the pay problem, I think it gets down to leadership. We've got to do a better job of providing role models and examples for our people so that they can be in an organization which they are proud of. We haven't done as good a job as we should in working toward a balance between the technical part of the Navy and the military leadership examples that we need to have to keep this thing together. As a consequence, the Navy today does not seem to be the organization that a lot of young people want to belong to; we've got to bring that back. It's going to take a lot of hard work on the part of a lot of people—senior people who are in positions of authority and responsibility—who need to feel a greater sense of responsibility toward some of the young people. I think the second biggest issue we face right now is where we're headed as far as the style of leadership we want to have from our senior people.

Q: *You have been described as a leader who talks straight from the shoulder and doesn't pull punches. What is your opinion of people who try to sidestep issues or attempt to put off people with sugar-coated answers?*

A: I don't think that kind of thing is going to get anywhere in today's society or with our people. We have people coming into the Navy today who are intelligent and aggressive in trying to get things they want. They want to hear the truth about the way things are. I think if we give them the truth and let them make their own decisions, we'll have a hell of a lot better quality individual with which to work. I've always felt that way. I need to have a clear picture before I can make accurate and good decisions; I expect that to be the same for people who work for me, too. So, when you try to sugar-coat something, all you're doing is postponing meeting up with the problem. That problem isn't going to go away.

Q: *How can this be accomplished throughout the Navy?*

A: We need the support of the people out there in the Fleet and the young sailors, all the way up and down the chain of command. I believe that when asked a question about any of these issues—the only way to address it is to

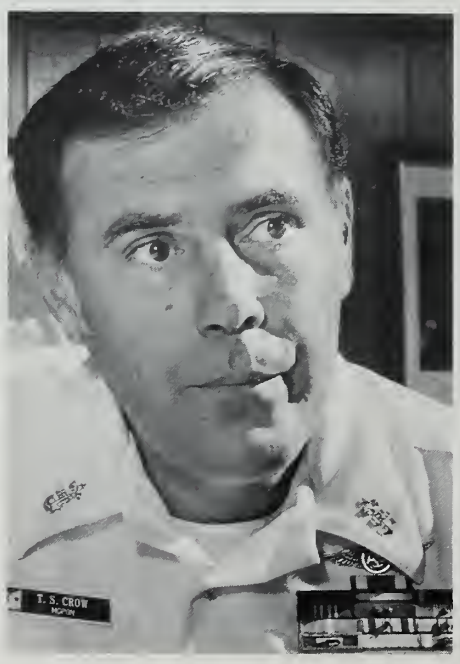
tell them the way I see it and not try to tap dance around it. I can answer some things and some I can't; I don't want to mislead anybody. I feel a great responsibility to my job and that responsibility lies in large part in communications and how well I can do it. I learned a long time ago that the fastest way to get wrapped around the axle is to avoid or not answer questions directly. They'll always come back to haunt you. I think that my boss, Admiral Hayward, feels the same way. He shoots straight and tells it the way it is. I need to be an extension of that policy when I deal with my peers and that's what I've tried very hard to do.

Q: *In view of the manpower crunch, how do you assess the quality of recruits currently entering the Navy?*

A: There has been an awful lot of talk, contradictions and complaints about the quality of our recruits. I know there have been studies by DOD and others who are looking very hard at the guy we are getting into the Navy today. I can't talk to it from a big data base of going out and doing surveys on scores but I can talk to it from my own experience. I have traveled around and visited ships. I've gone to training commands and watched recruits in training—and after training—and I spent a lot of time just trying to talk to these guys and expose myself to how we're getting that much less quality than we got 25 years ago. A different kind of individual is coming into the Navy today—one who puts our leaders to a different kind of test. There have been raps about the reading levels and the basic skills of individuals. I think that's the result of the school system out there in a society that hasn't done a good job in the past several years. What society offers us is a guy who is a little less skilled in reading and writing and arithmetic. We take him in the Navy like we always did and we have to train him; we have to train him to fit into our organization and there's no other outfit like it out there. There's no one in civilian life who can train someone to be in the military. When a guy graduates from boot camp, he's just about the same as we got 25 years ago. That's why I'd go back to the first comment I made about leadership. It really puts some of our Navy leaders to the test, especially our middle grade people who have to work with the recruits, be sensitive to them and work with them to bring them along. We do get our fair share of poor quality people but no more so than any other organization that's fighting for its share of the pie.

Q: *Married people sometimes say they can't make a go of it in the Navy—bring up a family on Navy pay, continual transfers, changing schools—all types of reasons are offered. Yet, you and Mrs. Crow had a large family during your service—is there some trick to this accomplishment?*

A: We have nine children—it was very hard. But I was very fortunate in that I supported a large family in a time when inflation wasn't even close to what it is today. We're lucky our children are now out on their own. But my wife and I—I won't say we had it good—we had some struggles during the course of our marriage in making ends meet—paying the bills. We never had the luxury of having a lot of things that we would have liked to have had as a young married couple in the Navy. But I am extremely lucky that I have a wife who was very conscious of how to run a budget and how to run a household. We lived within our means. I think it was just some careful budgeting. Now, such a thing is even more critical; you can only take a buck and stretch it so far. Our dollar in the military is overstretched and even people who do a good job of budgeting are just marginally able to make it from payday to payday. That's why it's so important to get these other things taken care of—like our variable housing allowance, subsistence, the money to pay the rent and buy the tood. The bottom line is that the basic needs of individuals have to be addressed. Even with good budgeting, the people who hate to get into financial trouble are in trouble—but I damned near have to be an E-10 to make ends meet in the Navy and that's pretty bad. I'd like to see a change.



Right: *MCPON Crow talks to crewmen aboard one of the many ships he visits during his tours throughout the Navy.*

Q: *Some months earlier you expressed concern regarding an erosion of leadership as it concerns the enlisted population. Does this situation still exist in the Navy?*

A: I think it has improved. I think people have gotten very conscious. I don't know that I can take any great amount of credit for that but I think there's a group of people out there who are just like me—the same vintage I am—who are master and senior chiefs in the Navy who have seen the same thing happening. I think we all got very conscious about this at about the same time frame. I think we have made some headway. I think we've gotten people to kind of sit back and reevaluate who they are and what their jobs are in the Navy. I do see some improvement but I also say we've still got a long way to go. It's not only a problem with our senior and master chiefs, but the same situation exists within the junior officer ranks—the LTJGs, LTs and LCDRs. Those people have got to address their abilities and their ways of providing role models that we need. I think the problem is in

both groups and I think we're looking at ours, the chief petty officers. We want to get things back in balance.

Q: *What do you think is the biggest complaint Navy women have today which could turn them against making the Navy a career?*

A: The women are experiencing some difficult times in the military. I think they've been subjected to far too much publicity. I think that women in the Navy are doing a good job wherever they're assigned. We've had problems of various kinds that come from a big increase in the numbers of women that we have to deal with. Also, we've sort of broken new ground in the kinds of assignments that are open to women. These things don't come without problems; any organization that takes on that kind of concept goes through growing pains. It's very hard to put your finger on any one particular problem women in the Navy are having today, other than the constant battle of establishing their credibility in their ability to perform the jobs they're assigned. I'm very satisfied with the way the vast majority of women perform in the military. I would just hope that we won't continue this growing pain problem too much longer. Our leadership and the people who are responsible for getting women into the working environment must realize that it's here to stay and it's not going to go away. Some adjustments are going to be made to their work centers, living areas and the like. I think it's time we got on with the program and do what we have to do.

Q: *Do you think the time will come when a woman will be named the Master Chief Petty Officer of the Navy?*

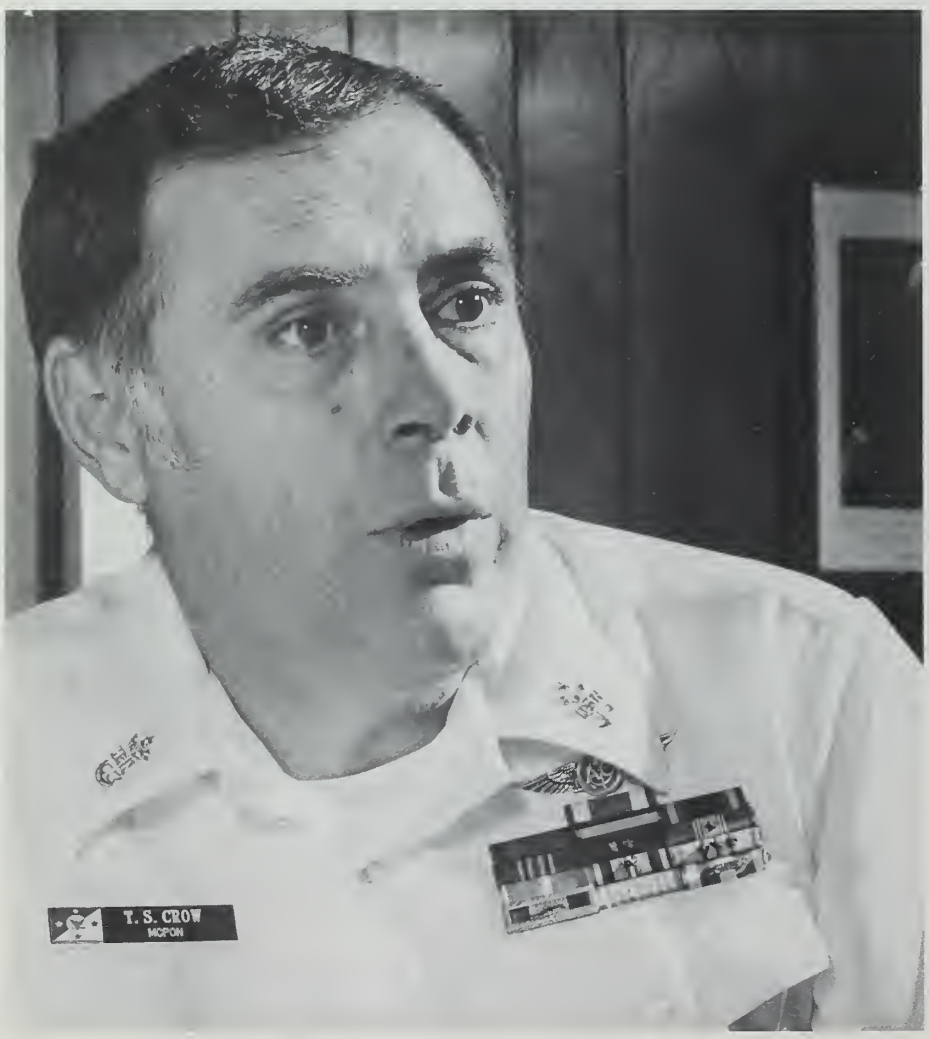
A: I think it's entirely possible. One of the problems we've had is the fact that women were first brought into the Navy in such rapid-fire succession that



they have not really had the opportunity to develop their own senior petty officers, especially in senior and master chief groups. You can almost count them on one hand. One of the things we drastically need more of in the Navy today is women in authority positions, in leadership roles and in the senior petty officer ranks. That's starting to happen now. We're starting to see the advancement cycles producing more and more senior petty officers from the women's ranks. I see that as a fairly normal evolution—this business of a woman someday being chosen to be MCPON. I've had the occasion in my travels and talks, to meet and work with some very good women who are in good leadership roles and doing a hell of a job. So I think that that's going to be a normal evolution and they will be, at the same time, right up there in the running with the rest of our master chiefs for nomination and selection to this job. I certainly hope so.

Q: *Have you and Mrs. Crow experienced some things for which you were not prepared after you took over as MCPON—things, perhaps, which may have taken you by surprise?*

A: I don't really think so. Part of that probably stems from having been exposed to this kind of a job at COMNAVAIRPAC out in San Diego where I was the senior enlisted advisor. I did a lot of the same kind of work. In fact, I've covered some of the same territory in my travels as the force master chief out there. I think I was fairly well prepared to come here and not get a lot of surprises. If I had any surprises, they were pleasant. I had my doubts about the support and the cooperation that I would receive here in the Navy Department in trying to do this job. It isn't done without difficulties, sometimes. But I've been really pleasantly surprised and feel good about the cooperation and support I have. People here listen to what I have to say and they do what they have to do to try and correct perceived problems. That's been a surprise.



Q: *How did Mrs. Crow adjust to your job?*

A: My wife—having been a Navy wife and raising kids in the military—knew the problems that exist out there. She's been an ombudsman at another command, so coming here just kind of expanded her scope. She goes with me to commands and makes an effort to provide inputs by listening to wives groups and ombudsmen and looking at things on bases that have to do with the family—exchanges, commissaries, childcare centers, hospitals—whatever we think has some impact on the Navy family. She tries to look at them and give some kind of feedback as to how she sees it and what she hears from the wives. I think it's been a valuable and a good experience for both of us. She's come to the Navy Annex to get briefings from various sections of NMPC that deal with family issues. For example, she's had briefings on the housing situation and the Navy's long-term plans for building more military housing. She's had briefings on the compensation issues—where they stand, what the prospects are, what the Navy is supporting and pushing, so she's got some good background. She's had briefings about the Family Services Support Centers to keep up to speed on what's happening in that program—how fast it's growing—to give her some information about what kinds of services we are providing. When we go out on the road and she gets up in front of people—Navy wives, ombudsmen—she can talk from a firm foundation. It's strictly her perspective; nobody programs her. She's also very outspoken. When she gets back to Washington, she gets with those same people and de-briefs them on what she's heard. She feeds back information to me in the course of our trips and I include it

in my reports to the Chief of Naval Personnel and the CNO.

Q: *How—in your opinion—can junior enlisteds aid the Navy's retention efforts?*

A: We talk about leadership that's sensitive and fair, and we ask for involvement from our petty officers toward these young people—the first-termers. That's what it's going to take; an awful lot of sincere dedication on the part of a lot of petty officers. I see the need for us to work together to support the CNO because he's been out there in the lead fighting this battle of compensation. Our job is working with those things we can have some control over—the everyday working environment, the attitude that we have toward our people, a sincere concern for their welfare and well being, working hard to provide a working environment that can give a guy some job satisfaction. We also have to be involved with training, with motivating people and providing role models. That's what we all have to do.

Q: *Looking on the other side of the coin, what is your major complaint with today's Navy people—based on your experience as MCPON?*

A: I guess that if I were to try and pick out any one major complaint, it would be that I run into far too many senior people who—for some reason or another—have not been able to make up their minds as to whether they're professionals or whether they're just in a transient status. It really bothers me. I can look back over my own career and I can fairly easily pick out the point where I decided to make the Navy my career. I think it was pretty early. I did a first tour in the Navy and—once I decided to reenlist—I became career designated and I accepted it. That's my life now. I'm a professional Navyman and I have no desire to do anything else. I find far too many guys today who are wishy-washy about making that decision. They make it on the surface, sometimes, but they don't make it inside and develop the commitment it takes. Once you make a decision to become a professional at whatever you're doing, you must work with the organization to make it better and not be hovering around the outside and taking pot shots at everything. It bothers me when I look around at my peer group and see a lot who—in spite of several years of serving—haven't been able to make up their minds as to a career. I think that's bad; it's something they need to reevaluate. You have to make a decision; that's another mark of leadership. We've got too much now that indicates indecision on people's parts.

Q: *In what time frame should a career decision be made?*

A: My personal opinion is that it should be sometime during an individual's second hitch. If a person has reenlisted after a first time, he may have done so for a multitude of reasons. A lot of things are involved in that first decision to reenlist. It could be the bonus alone. But I would certainly hope that at some point during that second enlistment, that individual would really evaluate where his life was headed and, before he's gone too far down the road, he would choose what it's going to be. And if he chooses the military as a way of life—chooses to become a professional Navy man or woman—that he or she sticks to it and supports the things that make this organization what it always has been traditionally.

Q: *People today seem to be concerned with creature comforts and what the service can do for them by way of compensation, recognition, and—especially—their rights and benefits. Shouldn't all, in turn, be concerned with the quality of their service in today's Navy?*

A: I think that's probably part of the problem. We have a society out there comprised of "what can you do for me" types of individuals. We have our fair share of that kind of person in the military—it's a continuous string of "what can you do for me?". It's the other side



of the coin they should look at. What can they do for the organization, what are they doing for the Navy, what are they doing to support their place in that chain of command? I think a lot of people could do a better job with more of a balance to it. We need more of the other right now.

Q: *Do you think that Americans are just too complacent about their liberty, their way of life?*

A: Yes, I think they are for the most part. I think there's a lot of assumptions made that the average American out there, even in spite of inflation, is probably living better than he or she did 20 years ago. The average American has a lot to be thankful for; still we have some people who are very poor and very much in need of a lot of things. At the same time, the average American, as I see him or her, is pretty well off, in spite of trying to make ends meet with inflation.

Q: *What can Navy people—officer and enlisted alike—do to help improve the public's appreciation of their efforts?*

A: It's a case of pride in service. Pride in service is really where the bottom line is—we have to visibly display who we are and what we are, besides what we stand for. Whenever an in-

dividual goes out the gate in uniform, the way he wears that uniform, the way he carries himself, military bearing, behavior, standards of quality in appearance—those are the things that have always made us unique as opposed to being a civilian on the outside. We just have to do a better job. We have to get over the feeling our young people have who just want to go outside the gate and blend with what's outside the gate as opposed to blending with what's inside that gate. Navy people should stand tall and be proud—that's an image the American public will look upon with favor.

Q: *What do you and Mrs. Crow find most rewarding in your travels to Navy commands?*

A: To me, the most rewarding thing—and I know I speak for Mrs. Crow, too—is seeing the caliber of Navy families, the Navy people with whom we associate. They rotate from one place to another, yet they seem to have the ability to adjust to their environments very quickly. They're active in their communities. And they're a rare breed—Navy wives keep their families going in Charleston, Norfolk, San Diego and other places while their husbands are on-station in the Indian Ocean, on extended deployments. Despite the loneliness, they cope with the everyday problems, make sacrifices, and ask for little in return. Wherever we go, we find people whose morale is high, despite the obstacles. It's very rewarding to know that people like that are a part of our Navy Family. This has given Mrs. Crow and me a tremendous amount of satisfaction—we know the high caliber people we have in today's Navy.

Below: *MCPON Crow has served in office since September 1979.*



The Top Master Chiefs

They're Billets – Not Merely Titles

Seaman John Q. Sailor is serving at Subic Bay, R.P. He's been in the Navy for about two years and is getting ready to sew on his third class crow. Seaman Sailor likes the Navy and takes his job and career seriously.

However, like many of his peers, he often feels the enlisted community is left out of the policy making aspect of the Navy. He wonders just where he fits in and if the enlisted people have any say as to what's going on.

Sound familiar?

Well, what Seaman Sailor and many of his peers don't realize is that the enlisted community does have representation at all levels of command from the smallest squadron right up to the Chief of Naval Operations.

It starts with the Command Master Chief (C M/C). From there, the enlisted chain of communications continues with Fleet or Force Master Chief (F M/C) until it reaches the Master Chief Petty Officer of the Navy (MCPON).

The MCPON, Fleet/Force and Command M/Cs are the enlisted community's direct liaison with command, affording enlisted members the representation they need. At the same time, these master chiefs also represent the command to the enlisted community and keep the commanding officers and commanders aware of the feelings and ideas that exist within.

Before 1967, some commanding officers saw the need for an appointed senior enlisted adviser (SEA). SEAs



Right: *MCPON Delbert Black January 1967-March 1971*

advised their commanding officers on policy pertaining to enlisted personnel and helped enlisted personnel and their dependents straighten out problems within the particular command.

The biggest stumbling block with the SEA was that there was no structured Navywide program for senior enlisted advisers. It was more of a title than a job and usually was a collateral duty. Thus, many qualified senior enlisted personnel were discouraged from seeking this duty.

A major breakthrough came in 1967 when Master Chief Gunner's Mate Delbert Black was selected the first Senior Enlisted Adviser of the Navy. Black's title was soon changed to Master Chief Petty Officer of the Navy (MCPON).

Master Chief Black saw a need for better enlisted representation and took steps to establish the Chief of Naval Operations Chief Petty Officer Advisory Board. It not only gave the enlisted community the representation it wanted but also demonstrated the CNO's recognition of senior enlisted personnel and the value of their knowledge and judgment to the Navy.

With the development of the CNO CPO Advisory board, lines of communication were established among the senior enlisted. The board members (senior enlisted advisers from Navy commands worldwide) soon discovered that many of the feelings and problems experienced at a specific command weren't indigenous to that command but were the same as those experienced Navywide.

A more concrete organization was set up in 1971 at the suggestion of the CNO CPO board, then chaired by MCPON John D. Whittet, and the idea of a Master Chief Petty Officer of the Fleet/Force (MCPOF) and a Master Chief Petty Officer of the Command (MCPOC) became a reality. It was an organized system of enlisted representation, in which MCPOFs and MCPOCs were full-time duties. This represented a dramatic change in the attitudes of the Navy toward enlisted personnel at all levels of command.

The MCPOF/MCPOC program underwent constant revision throughout Master Chief Whittet's tour and continued into Master Chief Petty Officer of the Navy Bob Walker's tour. The titles were changed to their present form (fleet/force/command master chief) and a greater emphasis was placed on the functions of the senior enlisted. Consistent with this, the CNO CPO Advisory Board was expanded and the name changed to the CNO MCPO Advisory Panel.



MCPON John D. Whittet
April 1971-September 1975

During the tour of the current MCPON, Thomas S. Crow, a new fleet master chief billet and two more force master chief billets were added. Now, every enlisted man and woman in the Navy is represented by a force master chief who reports to a fleet master chief.

Contrary to what some sailors think, the fleet/force and command master chiefs don't offer an alternative to the chain of command. In fact, they are an important step in the chain. They strengthen the chain of command by acting as the primary liaison between the individual and the chain of command.

Enlisted personnel make up the majority of the Navy's population. Thus, commanders rely heavily upon the advice given by F M/Cs and C M/Cs when establishing policy or working on problems dealing specifically with enlisted members. Their advice is invaluable to all commanders.

The F M/Cs and C M/Cs exist in order to keep the command aware of existing or potential situations and practices which affect the welfare, morale, job satisfaction, and utilization of the Navy's enlisted men and women.

OPNAV instruction 5400.37B recom-

mends that additional duties of the master chiefs include attending staff meetings, assisting in the formulation and change of policies, strengthening leadership, and representing the command at military and civilian functions. In order to carry out these responsibilities a master chief is either a member of, or functions in close coordination with, the Command Retention Team, the Career Counselor, the Quality Control Retention Board, the Awards Board, the Human Relations Council, the Habitability Board, the Commissary, Navy Exchange, and BEQ Advisory Board, the Humanitarian Reassignment Screening Board, the Navy Wives Clubs, and the Ombudsman Program.

The F M/C and C M/C also work with enlisted personnel on a person-to-person basis. They counsel, advise, and render assistance where possible to enlisted individuals and their dependents, either through the regular chain of command on military matters, or for personal problems through letter, phone call, or personal interview.

Through the F M/Cs and C M/Cs, the enlisted community and command partake in a mutual exchange of feelings, attitudes, and ideas to further a better understanding of each other and to boost morale.

What the master chiefs learn at their specific commands doesn't just stay there. Semi-annually, the five fleet master chiefs meet in Washington, D.C. with the MCPON and annually all fleet and force master chiefs get together for the CNO Master Chief Petty Officer Advisory Panel. From this panel have come such recommendations as a revision of the enlisted evaluation system, a return to jumper-style uniforms, and improved habitability for shipboard personnel.

Although some believe fleet, force and command master chief are simply titles given to senior E-9s at particular levels of command, they are not merely titles. They're billets, and they're certainly not taken lightly. Selection is based on demonstrated leadership abilities, general experience with the fleet, and knowledge of and experience with the mission of the area or type command involved. In most cases, selection is made from eligible master chiefs from within the specific area.

In the case of a command master chief, the billet is taken from one of the E-9 billets on board and redesignated. Prior to recent changes, many commands established command master chief billets at the expense of technical expertise. The new program eventually will add C M/C billets and the specifically designated person to the command structure of all surface ships and stations with 250 or more authorized enlisted billets.

Commands not having separate billets for command master chiefs may have a command master chief, senior chief, or chief assigned by the commanding officer on a collateral duty basis.

As in the case of fleet or force master chiefs, the command master chief must have demonstrated leadership abilities and a good general knowledge of the type of activities that take place at the prospective command.

Although not outlined by instruction, one requirement for any of these jobs is the ability to recognize trends of thought. Finding the solution for a problem at a particular base is good, but if the problem is Navywide, it may not be as simple as the individual perceives. C M/Cs and F M/Cs must be able to see this in order to recommend the actions that must be taken.

The fleet/force and command master chiefs are an extremely important link in the chain of command. They provide the Navy's enlisted men and women the representation and assistance with command that they need. However, their effectiveness can only be heightened through recognition and support from enlisted members. There is no longer a reason to feel like Seaman Sailor because, through these senior enlisted personnel, everyone has a voice with the Navy's highest echelons.

By JO1 Mark S. Malinowski

MCPON Robert J. Walker
September 1975-September 1979



San Jose Shows the way

Serving an initial hitch in the Navy doesn't necessarily give a sailor the chance to learn *everything* about his or her career. Recruit training, "A" schools, working on the job and mastering shipboard life all demand time and attention. First-termers stay pretty well occupied.

Then there comes the time when that first hitch is drawing to a close—a decision has to be made about staying in or getting out. The decision is one that can be made only by the Navy person; it's a decision that must be based on facts, with all the available up-to-date information.

Aboard the combat stores ship USS *San Jose* (AFS 7), Commanding Officer Captain Jerome L. Johnson and his career counselors—Senior Chief Petty Officer John T. Sparks and Petty Officer Second Class Roger Edison—decided to give crew members the necessary information. *San Jose*'s team wanted to give them an edge in personal decision-making and wanted to do it in a way that couldn't leave room for misinformation.

And so, they formulated a plan. They called their event Career Information Day (CID); it was based on a program

Below: *PO2 Roger Edison (center), Command Career Counselor aboard* San Jose *tells crew members about the benefits that go along with advancement.* **Upper right:** *Seven is not just a number; for* San Jose, *it means "magnificnt."* **Lower right:** *Master Chief Marion Sowell, Navy Recruiting District San Francisco, lent his expertise to Career Information Day.*



instituted by *San Jose*'s next senior command, Service Group One.

"The idea was not just to follow basic career information instructions and hang in there with about 40 percent first-term reenlistments; we had to do better," said Johnson. "Retention is the number one priority on our ship. For that reason, we wanted the crew to meet specialists who would give direct answers to searching questions about career opportunities."

The big day was May 23. Representatives from Navy commands throughout the San Francisco Bay area came aboard *San Jose*. They represented Navy Campus, aviation and submarine careerists, Navy Recruiting District San Francisco, the diving school, the reserve center and the United Service Organization—to list a few. At a central location aboard ship, they exhibited their "wares" and offered information. Crew members had been told in advance that it would be their day—now they could get answers on the spot.

During presentations, recruiting was played down; pressure or coercion was out. Only factual information was put forward on what the Navy has to offer and there was plenty of room left open to consider why a decision to stay in could possibly outweigh a decision to get out.

Johnson felt it is only natural for young sailors to ask: What's in it for me? How do I qualify? How can the Navy help me achieve job satisfaction?

"And that's only the start of it," he said. "After that, it's up to the ship—our counselors and, especially, our specialists—to give the facts and keep interest at a peak. You have to let sailors know their goals are attainable. Then they can ask other questions—that way, things just keep mushrooming."

"It's rather easy to look a guy in the eye and tell him about the Navy. But it's hard to argue with a man who says that he can earn $15 an hour outside doing the same thing he does in the Navy," said the captain. "With this in mind, we don't create arguments; we don't attempt to change anyone's mind.

"The visiting team did exactly what was needed to create interest and maintain credibility. They pulled no punches and answered questions honestly and factually," he said.

When the visiting career information specialists left *San Jose,* they left behind some important ingredients for successful retention—motivation, determination and Navy sailors who know what their reenlistment options are.

—By JO1 Bill W. Love
and JO2 Roger Gassiott
—Photos by PH2 L.J. Berry





In Search of Killer Mines

No naval weapon in history ever caused such fear and horror as did the deadly sea mine. Even rumors or suspicions of a nearby minefield sent cold chills racing up and down the spines of the most fearless. Lurking silently beneath the sea—like poisonous serpents waiting to attack unsuspecting prey—explosive sea mines destroyed some 1,100 Allied ships during World War II. The number of enemy vessels sunk or damaged by sea mines during that war approached 2,000.

Past lessons clearly show that a few hundred lethal mines dropped in key harbors or sea passages will disrupt traffic and create havoc for even the most formidable navies. Therefore, maritime nations today continue to search for more effective countermeasures and tactics to use against the deadly sea mine.

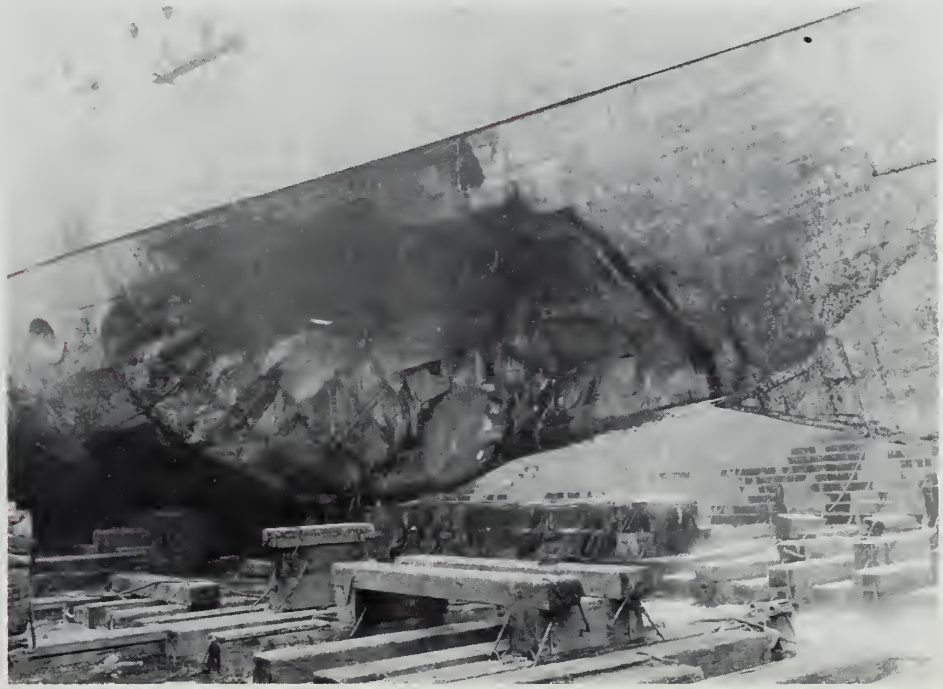
On the Gulf of Mexico near Panama City, Florida, engineers and scientists at the Naval Coastal Systems Center (NCSC)—working jointly with NATO and other allies—are developing some highly-advanced minesweeping technology. NCSC is the Navy's foremost mine warfare research facility.

"Mines of the future will be much 'smarter,' " said physicist Jerry Rosborough of the center's Undersea Countermeasures Department. One of Rosborough's jobs is that of NATO and foreign programs coordinator of joint research and development (R&D) for new mine defense technology. "To counter any threat from a hostile minefield," said Rosborough, "we're working together with several countries to develop some pretty smart countermeasures systems."

Lieutenant Commander Edward W. Dyer, assistant department head of NCSC's Air Department—the unit tasked with the testing and evaluation (T&E) of airborne-deployed systems—believes that whatever mine warfare technology nations come up with, "you can be sure it'll be pretty sophisticated."

Working with some of the minesweeping systems already in the fleet are Helicopter Mine Countermeasures squadrons HM-12, HM-14 and HM-16. Together, these three fleet squadrons represent the Navy's newest, fastest, most mobile defense against mine warfare. They fly the RH-53D *Sea Stallion* helicopter, a Navy aircraft dedicated to Airborne Mine Countermeasures (AMCM). (In 1974, RH-53D minesweeping helicopters helped clear the Suez Canal of mines which had kept it closed since 1967.)

Deployable in C-5 air transports, mine countermeasures squadrons can cross continents and arrive in the vicinity of mined waters long before minesweeping ships can. With their portable sweep gear in tow, they sweep shallow and



Left: *The Germans laid hundreds of mines like this one during World War II.* **Right:** *A 1918 photo of USS* Minnesota *(BB 22) in drydock after striking a mine.*

narrow waters where ships can't sweep.

Three AMCM minesweeping devices already approved for fleet use are the MK-103, MK-104 and MK-105.

The MK-103 mechanical minesweeping device sweeps against submerged contact mines—the familiar cabled mines portrayed vividly in Hollywood war movies. Explosive cutters attached to a "V"-shaped sweep gear cut a mine's mooring cables, allowing it to float to the surface where it can then be destroyed by 50-caliber machine-gun fire or by other means.

The MK-104 sweeps against acoustic influence mines. By carefully following a predetermined sweep path over the minefield, pilot, crew and aircraft can avoid injury and damage from exploding mines.

The MK-105 sled sweeps magnetic influence mines (magnetic influence mines, like acoustic influence mines, usually rest on the sea bottom). The sled consists of a gas turbine-powered generator mounted on a hydrofoil platform.

Before new airborne minesweeping hardware can be cleared for fleet use, however, it must first pass the T&E phase. For this job, the Navy has gathered at NCSC's Air Department some of the fleet's most experienced AMCM people. The unit is made up of six Navy pilots, 14 crewmen and three RH-53Ds.

"We're testing some very special equipment," said Dyer, "not only minesweeping devices but the Navy's first generation of helicopter-towed minehunting systems. We're working to give the fleet the tactics and hardware to handle any mine threat they might encounter."

"The HM squadrons in the fleet are the users of the minesweeping gear that we test," said Chief Aviation Electrician's Mate Wayne A. Lienhart. "When we get through testing a new piece of sweep gear, the bugs are out. When it leaves here, it goes to one of the HM squadrons; for an Op Eval (operational evaluation). It's kind of a shakedown cruise for the squadron—the people, not the gear. We've already tested the gear, but they've got to learn how to use it."

Working with the towing minesweeping gear—especially during the T&E phase—is not a simple matter. While some of the sweep gear is rather small, like the MK-104, which looks like a two-and-a-half foot, 40-pound fishing lure, other systems are monstrous—thousands of feet of cable, chain, tow wire and dozens of connecting parts.

Crewmen must stow reels of cable, hydraulic winches, floats, cutters and other parts in a precise arrangement on racks inside the fuselage of the helicopter. Loading all the equipment, streaming it out during an exercise and then hauling it back during recovery requires expert handling. One wrong move could foul and damage a piece of gear, or even entangle and throw a crewman overboard.

"Like any research activity, our kind of work can be extremely dangerous," said Lieutenant Robert D. Colenda, a pilot and safety officer of the Air Department. "But we're very safety conscious; safety is above and beyond everything.





In fact, we have a 13-year accident-free safety record. That's a good score for this kind of work," he said.

Because every pilot and crewman has had at least one or two tours with airborne minesweeping in the fleet, safety procedures are ingrained; nothing is taken for granted. Colenda said the men make a good team, the most professional and dedicated he's ever worked with.

Professionals don't take unnecessary chances. Before attempting the first full-scale deployment of new sweep gear, crewmen practice setting up the gear, loading, unloading and then loading it again, each time in the prescribed arrangement. They practice with dummy sweep vehicles to ensure that no major mistakes or problems arise when they take the real hardware out to Gulf waters

Opposite page: *USS* Tucker *(DD 374) was sunk after hitting a mine in 1942.* **Left:** *USS* Tide *(AM 125) sinks after hitting a mine in 1944; two surface craft stand by.* **Bottom:** *An RH-53D helo tows the Mk-105 magnetic minesweeping system in the Gulf of Mexico.*



over NCSC's test minefield.

The normal aircrew complement is seven—two pilots and five aircrewmen. During cold weather operations with the fleet, crewmen wear full survival gear. Hands often become numb during streaming and recovering of gear. It's physically hard work and requires a lot of training.

The command's NATOPS (naval aviation training operations procedures standardization) instructor, Aviation Electrician's Mate First Class Lester E. Moore, is the crewman who checks the others to ensure standardized procedures are being used on minesweeping missions. "Every crewman here is qualified as a first crewman," Moore said. "We don't have trainees. Every man may take charge of a minesweeping operation and they're all qualified to operate the onboard navigational equipment."

During a towing operation, Moore said, "the crewmen become the pilot's 'eyes' in the back of the aircraft."

In a sweep exercise, the pilot must be quickly alerted to the slightest changes in altitude, drift, and wire tension that's under thousands of pounds of stress. Also, the flight pattern over a live minefield must be followed to the letter, otherwise the towed sweep device may set off a mine prematurely and cause the helo to become engulfed in a mass of surging water.

"Our crewmen requalify at least once a year," said Moore. "That's part of my job as NATOPS evaluator. I give the tests."

Passing oral and written examinations—especially the first time around—requires a lot of study. Crewmen must keep eyes and ears open at all times because there's as much hands-on training as there is technical reading to be done.

"Besides, if there's a new piece of gear that's never been tested before," said Aviation Machinist's Mate Second Class A.W. Robinson, "we've got to start all over. Everything about it might be new—so, it's good that we've all got some experience. I've been working with airborne sweep gear for five years and I'm one of the youngest guys here," Robinson said.

The time involved for practice sessions and for the actual in-water tests of sweep gear explains why the T&E phase for new gear takes months of work. But when the T&E is complete, the hardware is then ready for the Op Eval—if all goes well for the squadrons during the shakedown phase, a new and better minesweeping system joins the fleet.

The potential of sea mines to destroy

Upper right: *AE1 Lester Moore (left) and AEC Wayne Lienhart inspect the tow hook system before launch.* **Below:** *The Naval Coastal Systems Center at Panama City, Fla.* **Lower right:** *Aircrewmen launch an AQS-14 minehunting system.*





surface ships and submarines, to blockade major shipping lanes, or to be used defensively to protect a harbor or anchorage against naval attack has only begun to be fully explored.

Without effective countermeasures, and without the speed, mobility and effectiveness of Airborne Mine Countermeasures, that most sinister of all mines —the "unsweepable" mine— may someday render a powerful fleet impotent, unable to move freely without the risk of severe casualties.

That is why the work being done at NCSC is so important. Without it, deadly sea mines may again spread fear and horror.

—Story by JO2 Steve Bellow



Glistening Pride

The Blue Angels Maintenance Crew

On any weekend between mid-March and mid-November, thousands of people watch in awe and excitement as six glistening A-4F *Skyhawk* jets streak through the sky in a demonstration of aerial artistry.

Widely known as the Blue Angels, the pilots of these aircraft exemplify the best of naval aviation. Through aerial performances, spectators witness the professionalism employed by the Navy and Marine Corps and view first hand the quality of equipment that their tax dollars buy.

Totally devoted to the pursuit of perfection in flight, the Blue Angels are an example of what dedicated practice and total concentration can achieve in a flying environment that has little margin for error.

These naval aviators are but a small part of what is officially designated the United States Navy Flight Demonstration Squadron, home based at NAS Pensacola, Fla. Behind them stands a team of 70 professional and dedicated maintenance and support technicians that are truly the Navy's finest. Without this maintenance element, the Blue Angels aerial performance just could not exist.

Commander Denny Wisely, commanding officer of the Blue Angels and pilot of the number one aircraft, explained, "Our pilots are literally form-fitted to one aircraft for the entire show season. When we take the show on the road we have six aircraft that have to be "up" (ready) for every flight. We therefore demand 100 percent aircraft availability all the time.

"But they don't just keep these aircraft in good flying condition. Our maintenance technicians keep them in perfect condition." When one considers that there is only 36 inches of airspace separating the wingtip of one plane from one canopy of another in a Blue Angels formation, the last thing a pilot needs to have on his mind is the mechanical condition of his aircraft.

The same holds true with the two solo pilots who perform opposing maneuvers. At 500 miles per hour, only an 18th of a second separates their aircraft from the ground. Closing on each other at speeds in excess of 1,000 miles per hour, a two-second error in timing can mean displacing their crossing as much as the combined length of nine football fields from the intended center point.

In this environment, the Blues have built into each maneuver a small margin for personal error. But there are no safety margins set for mechanical failure. There exists an absolute trust between pilot and enlisted technician that is backed up by professional excellence second to none. In the 34 years that the Blues have graced the sky with their aerial skill, not one show has been cancelled because of maintenance problems.

The success of this maintenance effort is the result of a total team effort. As with any successful unit, it is the individuals who make it all happen; in this squadron, the individuals are truly special.

"This crew is unique because of the caliber of people we have," explained Wisely. "In a fleet squadron, you probably have five or six individuals who make your maintenance effort run. The rest are still in a learning and work process under the direction of those top performers. But in this organization our whole maintenance department is filled with top caliber people.

"When I was a fleet CO, I spent the majority of my time scrutinizing the maintenance effort to ensure we were flying safe airplanes. But here, the bulk of my time is taken up with flying and working closely with the other guys who fly the blue jets. It works only because I've got the cream of the crop in the enlisted ranks from across the fleet doing our maintenance. It's a professional effort on which we all rely."

Like the pilots, the maintenance technicians and support personnel are hand-picked volunteers. Superb screening insures that the Blue Angels maintenance tradition is continuous.

Master Chief Aviation Machinist's Mate "Packy" Morgan, maintenance chief for the Blues, explained why. "Our job is to perform top quality, unquestionable maintenance in an environment that can best be compared to aircraft carrier flight operations. It's hectic to say the least. The difference is that we operate this way day in and day out. It takes a special kind of person to be able to handle this kind of continuous pressure.







Each morning finds members of the Blue Angels' maintenance team performing thorough checks on all aircraft systems to ensure readiness.

"The most important thing we look for in an applicant is his ability to accept working as a member of a team. Most people think we look only for someone who has a lot of experience. Experience can help, but we can still teach a guy everything he needs to know if he's motivated professionally. We look for someone who is willing to cross train and get involved in the total effort.

"Moral character also is important. We're continually in the public eye. It's essential that we project a positive image of the Navy. Our maintenance effort doesn't allow us time to be concerned with discipline problems anyway."









In this continuing search for technicians, the Blues focus primarily on assertive first and second class petty officers looking for a challenge and the opportunity to work side by side with others who have the same kind of dedication.

A tour with the Blue Angels offers opportunity, challenge and travel. For a mid-career sailor, this seems to be just the kind of action he would be looking for.

"I applied to the team for selfish reasons," said Aviation Structural Mechanic First Class B.K. Scofield. "I wanted to see what it was like being with the best of a group of rates. I also wanted the opportunity to go to neutral duty between my sea and shore billets.

"The additional attraction of being able to travel without long family separations was also good. I may not get to spend every weekend at home, but it's not like going to sea for a six-month deployment."

Aviation Support Equipment Technician First Class Steve Farris really enjoys the community relations aspect of the Blues' mission. "Meeting people and showing them what the Navy is all about has been exciting. I always volunteer to go with the pilots when they visit schools and hospitals. One of the things that really makes this job something extra is sharing some of your time with these children."



Morgan's reasons also were selfish. "With 21 years behind me, I had been around the world and was beginning to run out of challenges. Retirement was becoming a major consideration. Then I saw the Blues. A short talk with the maintenance officer got me thinking that maybe this is what I needed. It didn't take long to decide not to throw in the towel."

In recent years however, it has become increasingly difficult to attract enough qualified individuals to the team.

"It boils down to the same kind of problems that the fleet has—pay and benefits," Wisely said. "It really hurts when the civilian community is attracting the same individuals we are seeking."

The basic procedures for applying to the Blue Angels are simple. A volunteer submits a request through his commanding officer to the Blues. The applicant's record is carefully screened and if all looks good, an interview is arranged. This meeting, usually between a shop supervisor, the maintenance chief and, perhaps, the maintenance officer is set up somewhere along the show schedule if feasible. This affords the Blues the opportunity to interview the



applicant firsthand. It also gives them a chance to present their side of the team's story.

"We try to tell them about the whole picture, both the good and the not so good," Morgan explained. "Painting somebody a rosy picture would only lead to problems for both of us."

But even with a complete indoctrination, it isn't until a prospective crew member reports to Pensacola that he can really begin to understand this concept.

The first few weeks on board can be shocking. There are a lot of things to grasp all at once.



"For the first month a new guy will walk around all bug-eyed, his mouth wide open—you can read his mind—but this is something we expect. We always allow a guy a month or two to break into the team's way of doing things," the maintenance chief said.

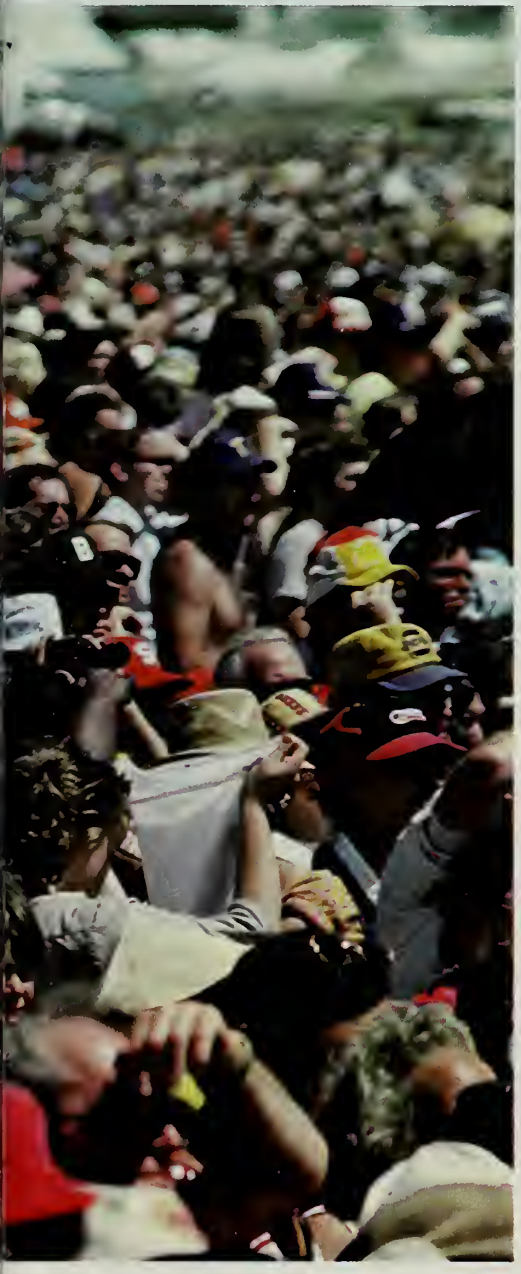
"I was well briefed before taking over as maintenance officer," Lieutenant Commander Ben Woods said. "But even then it was still quite a shock. The best advice I got was to sit back and watch. In every case I found that the procedures these guys use are good. Once in a while I find something that can be improved, but it isn't without first taking a good hard look. Teamwork is what it is all about."

Adapting to this team concept is something that takes time. For a newcomer who was in all likelihood a standout and in many cases a supervisor at his last command, it's hard to understand that he is no longer elite and is now just one of the troops.

"You're expected to give whatever it takes to get the job done," Chief Aviation Electrician's Mate "Red" Larson explained. "The bottom line is to get it done as fast as professionally possible. This gets to be a bit tough sometimes for a new guy when it comes time to do jobs like red ragging airplanes."

"Red ragging" is the Blue Angels terminology given to the process of spit polishing the blue jets, something every crew member becomes well acquainted with. It's an exercise in making an airplane a reflection of Blue Angels pride.









As show time arrives, thousands of spectators watch as the Blue Angels maintenance team assists pilots into aircraft and then gets the six blue Skyhawk *jets on their way.*













"Red ragging is something that nobody ever looks forward to, but it's just another job that has to be done and everybody does it," Scofield said.

The whole Blue Angels program relies on teamwork. The pilots rely on it in their flying and the technicians rely on it to accomplish the maintenance. The relationship between the pilots and the technicians depends on it, too.

"When a pilot says there is a discrepancy on an airplane, whether we can duplicate it or not," Woods explained, "we are trusting that there is one and we will fix it.

"The opposite holds true. When we say something is fixed, the pilots never question us."

Blue Angel number two, the Marine Corps representative on the team, Major Fred Stankovich, expanded on this. "It's really amazing how you get to know every sound in your airplane when you fly the same one day in and day out. You get to know it like you know your car. Even a slight unfamiliar noise becomes noticeable. In the fleet where there are 18 pilots to about 12 airplanes in a squadron, this personal relationship with your aircraft doesn't occur. Here it makes for some interesting maintenance gripes.

"Try to imagine what it's like trying to explain to a technician that your airplane doesn't sound right. You have to work together trying to pinpoint just how it sounds different and where it may be coming from. These guys work like good doctors, getting you to describe the symptoms until they can diagnose the problem. We've been able





The ohs and ahs of the crowd accompany the performance of the six Blue Angels as they display precision aerial maneuvers high overhead. The maintenance team then assists in the recovery after the air show.





to locate minor discrepancies before they develop into major problems. I find that unique."

Also unique to the Blues is the fact that every maintenance gripe is a "down" gripe—in other words, the airplane doesn't fly until it is fixed, no matter how minor the problem. An "up" gripe is unheard of around the Blues.

The commanding officer is proud of the effort that goes into this requirement. "What amazes me most about this outfit is the speed and proficiency with which our guys perform maintenance on the blue jets. I just say I have a gripe and 'pow,' there's a crew tearing into it.'

This also took some getting used to for the maintenance chief. "We don't have a big board full of gripes waiting to get done. It's not odd to find that a pilot will debrief the trouble shooters, but before the paper work can be worked up, the gripe will be fixed and the technicians will be waiting to sign off the gripe."

With this kind of maintenance effort, cross training becomes essential. A team of only 22 technicians departs each week to give support at a particular show site. This small rotating crew is made up of a cross section of rates needed to maintain the Blue Angels maintenance effort. In order to get the job done, everybody has to know something about everybody else's job.

"In the fleet you sometimes have to push shops into helping one another," Woods said. "For the most part a guy will do his job, and the next guy will do his. But here, when we're on the road as a small group, it's essential that everybody helps each other. Cross training makes it easier."

And another thing, you won't find



When the show ends, work for the maintenance crew begins. The planes are polished and all gripes are repaired before the crew heads for home on the Blue Angels' C-130 transport "Fat Albert."









many squadrons with storekeepers or parachute riggers as crew chiefs. "I always wanted to be more involved around airplanes, but a parachute rigger just doesn't get that opportunity," Aircrew Survival Equipmentman Second Class Randy Martel said. When he joined the Blues two seasons ago that opportunity was finally in his grasp. Martel studied hard, completed all the necessary courses and became a crew chief.

"We have a draftsman, not even an aviation rate, who's out there helping around the airplanes. And he knows what he's doing," Woods said.

"It really shows up when you have one of those all-night engine changes," Morgan said. The first time I heard that I cringed and thought this just can't be done. But to see it happen is a joy. You really get an appreciation for the kind of talent you have here."

In the past two years, four enlisted technicians have been picked up for officer programs and in spite of the pressure, the squadron still performs above average in advancement examinations. "By having a better understanding of the overall process, as these guys get with cross training, you become more proficient at your own speciality," Woods explained.

Dale Specht, the civilian McDonnell Douglas Technical Representative permanently assigned to the squadron, also offers an educational experience for the team. "Dale probably knows more about the A-4 *Skyhawk* than anybody I've ever known," Woods said. "You can pick up a bolt on the hangerdeck and he can tell you how many there are in the plane and where they are located."

The team is respected just as much by Specht. "Here is a situation where I can see a definite goal being achieved. The amount of work that this small group gets done will equal, and most times surpass, that of any good-sized squadron."

Gearing up for the long, rigorous show season is a yearly event. The Blue Angels experience isn't something that just happens. There is an initial training cycle that must be completed before the season's first performance can take place. To the Blues, this period is known as Winter Training.

In the remote desert of El Centro, Calif., the Blue Angels fly twice a day, seven days a week, from early January to the end of March. It is here that the several new pilots work with veterans to hone professional skills to Blue Angels standards. It is also at this time that the new crew members are worked into the maintenance program and become part of the team.

As the days go by, the formation flying gets tighter and tighter. The crew begins to click. Then about the time of the first practice airshow, the process becomes complete. Pride begins to burst from each individual of this cohesive unit. They are now ready to hit the road.

"This is what it's all about," Farris explained. "This is where all our efforts are put to the test. Taking Naval Aviation right to the people. It's a thrill I find hard to describe."

Loaded down with the road crew, baggage, tool boxes and a stock of spare parts, the Blue Angels Marine Corps C-130 transport, affectionately known as "Fat Albert," takes to the skies along with the blue jets so that people in places like Cleveland, Ohio; Seattle, Wash.; Philadelphia, Pa; Fort Collins, Col. and Scotts Bluff, Neb., can experience the thrill of a Blue Angels performance.

"It takes a lot of motivation, high morale and spirit to keep things running smoothly throughout the whole show season," Wisely said. "Probably one of the team's biggest faults is that we become so professionally oriented, we get accustomed to the above average performance. These guys never get all the credit they deserve, but their efforts never go unnoticed either."

Lieutenant Commander Jack Ekl, Blue Angel number six, expanded on this. "Our technicians are the most neglected people on the team. In the beginning you're amazed at how efficiently and quickly they perform; you get used to it. Then every once in a while they catch you off guard with one of their dazzling all night performances, like changing an engine and having it ready for a morning test hop. I just sit back in awe."

"In keeping up with the pace we have to maintain, we really exercise the Navy's adage of taking care of our own," Larson said. "Working under stress situations as we often do, we have to keep each other going, sometimes pumping up and sometimes pumping down. That's how we manage to keep attitudes and egos in perspective and get the job done.

"This experience has shown me fellowship that I once thought could only be found in John Wayne war movies."

It is this fellowship, this dedicated professionalism and an unending determination to achieve perfection that yields the necessary driving forces to make this team what it is.

"We work hard because of the pride we have in being a member of the Blue Angels," Scofield said. "We know we're not the stars of the show. But just being a part of making it all happen is something to be darn proud of."

"When people come to see the Blue Angels, they don't watch individuals, they watch six shiny blue jets," Stankovich said. "That's the end toward which we all work. I may fly the show, but I wasn't the one who makes them look so good. And we sure can't fly an airshow if the planes don't work."

One of the crew members summed it up this way. "Sometimes when you're out there working through a cold night, trying to fix one of those seemingly endless problems, you ask yourself if it's really all worth it. Does anybody really care? But you start thinking what it would be like seeing only five of the six planes out there for the show tomorrow. And sure enough, when the show rolls around, there are thousands of people watching. You forget the sleep you didn't get the night before—especially when the formation does one of those maneuvers that brings a chorus of 'oohs' and 'aahs' from the crowd. You really get some kind of good feeling."

—Story and photos by PH1 Jim Preston

'Special' People Return With Kilauea

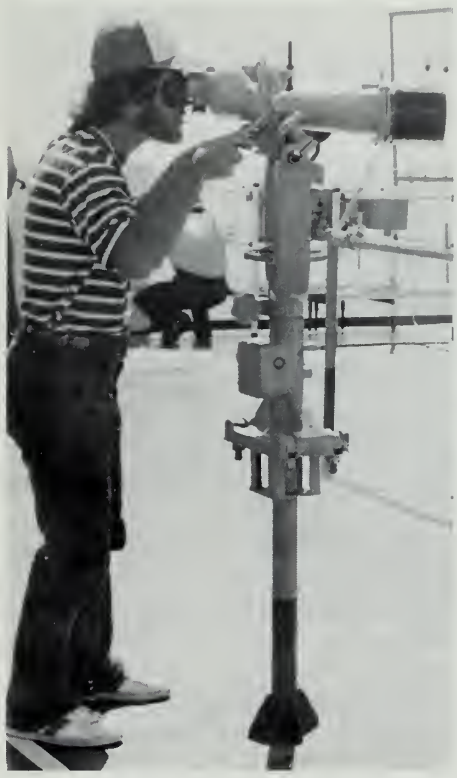
The ammunition ship USS *Kilauea* (AE 26) and her crew had been away from home for seven long months. As their deployment to the Western Pacific and Indian Ocean drew to a close, the sailors grew extremely homesick. They knew that it was just a matter of days and hours and minutes now until they would be reunited with their families. They also knew that the time would pass slowly, as it always does aboard ships en route home after a long deployment.

More than likely, the final transit home from Hawaii to Concord, Calif., *Kilauea*'s home port, would be uneventful. For many of the 341 crewmen on board, the next few days certainly would be the hardest and longest part of their seven-month voyage.

But, it seems that was not to be the case for *Kilauea*. The journey home turned out to be a memorable adventure that crew members probably will talk about for some time to come.

It all started when 46 "tigers"—fathers, sons and close friends of some of *Kilauea*'s crewmen—met the ship in Hawaii. After visiting famous attractions, like Honolulu's Waikiki Beach and the USS *Arizona* Memorial in Pearl Harbor, the group embarked on *Kilauea* for the trip back to the mainland. Needless to say, the passengers, especially the youngsters, bubbled with excitement about the arrangement. Members of the crew were just as excited; they couldn't wait to show off their ship to those special people.







Left: Kilauea's *Tigers display a banner proclaiming a happy return to Concord.*
Above: *A tiger sweeps the horizon with the aid of the ship's "Big Eyes."*
Right: *Kilauea's whaleboat, with provisions aboard, comes to the aid of "High Spirit."*

Shortly after they got under way, *Kilauea* set a course about 300 miles north of Hawaii, where a 40-foot sailing boat with two men aboard was in distress. *Kilauea* was to attempt a rescue.

The following day, with the aid of the ship's two CH-46 helicopters, the sailing vessel was located. One of the sailboat's men was brought safely aboard, the other was given provisions and navigational assistance to get him and his craft to Hawaii.

Kilauea's "tigers" witnessed the entire search and rescue operation and were visibly impressed. Crew members expressed a different emotion—that of pride, not just because they possibly saved the lives of two stranded voyagers but also they had been able to share the success of that mid-ocean drama with their guests.

As the days passed and the ship proceeded eastward toward the California coast, members of various departments took turns showing the guests through the ship. And, for a group of salty fleet sailors, the crew revealed an eagerness akin to youngsters showing off new Christmas toys.

In no time at all, *Kilauea*'s special passengers were studying navigation and learning the effectiveness of radar and the importance of flags, signal lights and semaphore. There wasn't a job or piece of equipment aboard ship that escaped their curiosity.

Each evening, the guests put their questions aside and relaxed while watching a movie or a TV program on the ship's closed-circuit TV system. One evening, as a special treat, supply department personnel prepared a candlelight steak dinner for all hands.

The cruise had passed quickly, but near the end the minutes passed so slowly that "channel fever" spread like wildfire—overtaking even the 46 novice sailors who had joined *Kilauea* only a few days before. Ahead lay San Francisco and the Golden Gate Bridge. Beyond that, heading north, was the San Rafael Bridge. Then to the east was San Pablo Bay—and home.

Colorful balloons that had been set free near Mare Island Naval Shipyard filled the sky. The balloons were a signal to families waiting on the pier that *Kilauea* was nearing home. A huge "Welcome Home" sign hung from a bridge; an airplane flew in wide circles overhead, its banner boasting to all: "Best AE in the West—USS *Kilauea*." Two tugboats, using their fire hoses, sprayed water high into the air; and the rousing sound of "Anchors Aweigh," played by a Navy band ashore, filled the air.

After all mooring lines were secured, family members on the pier rushed forward to meet their loved ones among the crew. The excitement and anticipation was unlike anything *Kilauea*'s crew of 341, plus 46 (plus one rescued castaway) had ever seen.

Bearings

Saipan's Guest Cruise



Jason Colthurst, under the watchful eye of his grandfather, R. Cox, is ready for that healthy serving of cake. Jason is the son of Saipan's ops officer, Cmdr. W.R. Colthurst.

Somewhere off Cape Hatteras, "the littlest helmsman" had his hands full guiding a Navy vessel through the choppy waters. The ship weighed in at about 40,000 tons; eight-year-old Roy weighed somewhat less.

Sailors aren't really getting any younger on board the Norfolk-based amphibious assault ship USS *Saipan* (LHA 2). Roy was actually just one of 120 brothers, fathers, sons and friends invited along on a recent guest cruise from Moorehead City, N.C. to Norfolk.

Bused from the naval base to Moorehead City, the guests boarded *Saipan* beneath rainy skies. Following warm showers and hot roast beef suppers, the visitors were entertained with a demonstration of the assault ship's water washdown system: a defense against chemical and nuclear fallout that covers all outer surfaces with a saltwater mist.

Later activities included a helicopter air performance, special tours of the crew's living and working spaces, and an invitation to the younger guests (and the young at heart, of course) to steer the amphibious vessel from the bridge.

Saipan arrived at Norfolk early the next morning, and the guests returned to shore via landing craft. They were impressed with the ship and its mission. But most of all, they enjoyed the crew's hospitality.

Roy—the littlest helmsman—was convinced that watching cartoons on *Saipan*'s own WLHA-TV 7 was the high point of his cruise.

But his friends would probably be more impressed by his ship-steering adventures. Let's face it; when you're a helmsman, there's no time for station identification.

—By JO2 Howard Samuelson

Thai Youngsters Visit *Kilauea*

During a four-day port visit to Pattaya Beach in Thailand, crew members of the USS *Kilauea* (AE 26) entertained a group of orphans aboard ship, while other *Kilauea* sailors went ashore to help out at the orphanage.

The youngsters of St. Nicholas Children's Orphanage who came aboard *Kilauea* were escorted to the flightdeck, where they climbed aboard one of the ship's two CH-46 helicopters. When they reached the bridge, each youngster took his turn at the helm, and then on the signal bridge, each child got a look at Pattaya Beach through the ship's telescope. Next, each of the visiting "sailors" sent a flashing "message" using one of the ship's signal lights. After the tour, it was hot dogs and french fries, as they watched cartoons on the ship's closed circuit TV system.

All in all, it was an exciting day for the children, none of whom had ever been on a U.S. Navy ship before. Father Brennan, orphanage director, was on hand during the tour to interpret for the children, but as it turned out, most of them already had everything pretty much figured out on their own—or so it seemed with all the smiles, chatter and excitement.

Record Setting Skipper

With his son along as a passenger, Captain James H. Flatley III landed his F-4J *Phantom* aboard the ship he commands. USS *Saratoga* (CV 60). It was the 1,500th carrier landing in the captain's career and he claimed a new record in naval aviation. It's easy to see why his son, Midshipman James H. Flatley IV, took part in his father's proud moment.

Setting records is nothing new for the *Saratoga*'s skipper. He was the first pilot to land a C-130 *Hercules* transport plane aboard an aircraft carrier—a risky operation that requires the engines to be thrown into reverse seconds before touchdown. While operating in the Tonkin Gulf during the Vietnam era, Capt. Flatley became one of the few naval aviators to chalk up his 1,000th carrier arrested landing.

Letter from the Queen

Receiving a letter from Her Majesty Queen Elizabeth II, was a royal occassion for Aviation Maintenance Administrationman Second Class J.A. Raubar, aboard USS *Independence* (CV 62). The letter, on Buckingham Palace stationery, was a thank you for the model ships of Queen Elizabeth (QE 1) and Queen Elizabeth II (QE 2) Rauber had built and sent to Queen Elizabeth.

The scale models Raubar built are replicas of the two British vessels.

The letter stated, "It is very kind of you to send this gift for the Queen, who has agreed to accept it and sends her thanks. It is Her Majesty's intention to offer the models on permanent loan to the National Maritime Museum."

For one U.S. Navy man, that was the crowning touch.

Incentives for Recruiters

Recruiters who do a top-notch job of bringing quality people into the enlisted ranks now cash in on special rewards.

An unprecedented incentives program—announced recently by Navy Recruiting Command and effective from Feb. 1, 1980—offers enlisted recruiters the opportunity to extend on recruiting duty, again and again, if they desire. If a recruiter meets quantity and quality standards of productivity, he or she may be eligible for meritorious advancement, achievement and commendation medals, and letters of commendation, which count toward the advancement multiple.

Nomination for awards will be based on an accession point credit system, with higher points given for enlisting candidates whose mental group and educational level qualify them for advanced programs, such as in the nuclear or electronics field. Recruiters will not receive credit for persons who fail to complete recruit training.

Rear Admiral F.H. Miller, Commander, Navy Recruiting Command, said the new incentive program places "the proper emphasis on recruiting productivity."

Recruiters who achieve five or more high quality recruits, or equivalent points through the combination of enlistment of recruits for other programs, per month for a 12-month period, will be nominated for meritorious advancements. Chief petty officers and senior chief petty officers in this category will have their performance documented to their selection boards.

Achieving the equivalent of four or more high quality new contracts per month for a 12-month period will result in the nomination of the recruiters for a one-year extension on recruiting duty. This reward can be earned any number of times, and acceptance is at the option of the recruiter.



"You mean to tell me this isn't *the 25th century?" Gil Gerard, known to TV fans as Buck Rogers, seems to cast a suspicious eye on Lieutenant Jeff Nickerl of the 20th century (and also a member of VF-121 at NAS Miramar) as he and Aviation Structural Mechanic Airman Charles Haselkamp strap Gerard into an F-4J fighter. Buck's probably just a little hesitant about flying in such an antique, that's all. (Photo by PH3 Joan Zoph)*

Attaining the equivalent of 3.5 high quality contracts per month for a 12-month period will nominate the recruiter for the Navy Achievement Medal or the Navy Commendation Medal in place of a third achievement medal.

The equivalent of three or more quality contracts per month for 12 months will qualify the recruiter for a Letter of Commendation from the Commander, Navy Recruiting Command.

The new program is designed for those ambitious petty officers who can pass stringent screening procedures to become recruiters and who are willing to meet recruiting goals.

Individuals reporting to recruiting duty receive a thorough indoctrination during their initial training at the Navy Enlisted Recruiting Orientation School (ENRO). The five-week course in Orlando, Fla., provides instruction in sales skills and tasks.

Graduates of ENRO will have a six-month field training period at their assigned recruiting station to demonstate and master their newly-learned recruiting skills. After this initial orientation period, recruiters who average less than two new contracts per month by the end of their fourth month, or who fail to maintain that minimum number per month thereafter will be automatically transferred out of recruiting duty.

Recruiters who were on recruiting duty or in orientation training on Feb. 1, 1980, are eligible for the incentive rewards, and will be subject to the minimum monthly production requirements. Recruiters who entered recruiting duty before Feb. 1, 1980, are not subject to the minimum production requirements. All recruiters who meet the minimum will receive the Special Duty Allowance (SDA), which currently is from $50 to $150 a month, based on tenure as a recruiter.

Detailed information on requirements for an assignment as a recruiter is in Article 11.0 of the Enlisted Transfer Manual.

To assist candidates interested in becoming a Navy recruiter, the Navy Recruiting Command's two recruiter screening teams, one on each coast, visit naval bases, ships and stations to conduct interviews and to pass on first-hand knowledge about recruiting duty.

Navy Recruiting Command suggests that interested candidates see their command career counselor and plan to attend a briefing by the screening team in their area. More information on the teams' schedules may be obtained by calling the Navy toll-free number 800-841-8000.

Your Connection With Home

MARS may sound like a movie thriller about extraterrestrials but it is actually a system which can bring home a little closer to Navy men and women. MARS is the Military Affiliate Radio System—not the red planet.

Navy-Marine Corps MARS is a network of amateur radio operators who help provide links between Navy and Marine Corps personnel and their families. In addition, MARS fulfills its primary mission of providing emergency communications on a local, national and international basis as a supplement to normal naval communications.

Although Navy-Marine Corps MARS guarantees the Navy additional lines of communication during a disaster or emergency, the organization is best known for providing phone-patch calls and teletype message service for Navy and Marine Corps personnel overseas and aboard ship to their families and friends in the United States.

"MARS operators contribute their own time when they serve as communication links," said Gary Skillicorn, a civilian electronics engineer with the Navy Department in Washington, D.C. "Every MARS link operator I have spoken with knows he is performing an important service to Navy and Marine Corps personnel," said Skillicorn. "MARS calls and messages can really be a morale booster for people who haven't heard from home in a while."

Navy Captain Donald Veazey, who has been retired for 18 years, operates a MARS station from his home in Alexandria, Va. He says phone-patch calls can be as much of a morale booster for station operators as for the servicemen who use MARS.

"I feel very emotionally attached to those kids out there," said Veazy. "Very frequently, when there is a stress situation with the family of a deployed Navyman, a MARS phone-patch spells the difference between that man functioning effectively or not.

"I get pretty darn close to the men I make calls for. A lot of them have come to visit me when their cruise ended and some have written after I helped them make a call home."

Veazy added that MARS also serves as a semi-official communications network for Navy personnel who want to contact their detailers. (LINK Magazine, July/Sept 1980)

"In 1979, alone, I made more than seventy-five MARS calls a month for Navymen at sea who wanted to talk to their detailer. A lot of Navymen don't realize that even if they are deployed,

their detailer is only a phone call away."

To place a call from overseas or aboard a deployed ship to the United States, a MARS operator makes a radio call to an available MARS station nearest the caller's home. The stateside station then calls the desired number and patches the call through regular phone lines once the caller has reversed the phone charges.

Radio-patch calls, usually limited to five minutes, require the caller to follow security guidelines and must be punctuated with the "over" and "out" of radio communications. But, the amount of money a MARS phone-patch saves an out-of-country caller makes it a definite asset.

"It would cost a lot more for an individual to call the States direct, from Japan for example, than it would over MARS. Through MARS, a person can place a call and pay only the cost of calling from the stateside MARS station to home," said Skillicorn.

For the past several years, working with the USO, MARS has been able to offer free phone service to personnel calling home from overseas during the Christmas holiday.

"The way it has worked in the past," said Staff Sergeant Donald Myers, an administrative assistant for the Chief of Navy-Marine Corps MARS in Washington, D.C., "is that the USO has supplied selected MARS stations with a credit card number with which to charge the phone call. Calls, therefore, have been placed at no expense to the service member.

"MARS hopes to offer the same service for a few days before Christmas this year, but right now we are still in the process of working with the USO on establishing a program like we have had in the past."

Myers stated Navy and Marine Corps commands will be informed through their commanding officers of the program's details should a similar program be initiated this year.

Teletype messages—called MARSgrams—are another service provided by Navy-Marine Corps MARS operators. MARSgrams are transmitted over regular teletypewriter or voice circuits to a MARS stations nearest the U.S. destination. The receiving MARS station calls the message's recipient, reads the MARSgram and, if the person desires, forwards the teletyped message to the stateside address.

"It's a good feeling to help someone who has been away from home for a while get in touch with family or friends in the States," said Skillicorn. "But the MARS calls that stand out in my mind are the emergency calls."

On one occasion, a MARS operator in the United States received a call from a MARS station aboard a deployed Navy ship. The ship's crew had problems with their ship-to-ship communications network and needed to contact the medical department of an aircraft carrier operating in the same area. The MARS station radio-patched the two ships and was instrumental in getting the necessary medical help from the carrier.

"Emergency phone-patches are nothing extraordinary to most MARS operators," said Fred Chapman, coordinator of worldwide afloat MARS operations. "There was another occasion where a Navy wife in Gulfport, Miss., needed help from her husband on a deployed ship. She got her help, but might not have, had it not been for MARS."

While MARS service is offered to more than 250 ships and overseas shore bases, Myers said many Navy installations and ships have never established the groundwork necessary for MARS service, which includes obtaining call signs and operating frequencies as well as general operating instructions.

"MARS conversations involve every aspect of life," said Veazy. "I've heard everything from marital disputes to proposals of marriage; notifications of a death in the family to a bedside chat between a new mother and the proud father who has yet to see—but is often able to hear—his new son's or daughter's cry over miles of ocean."

Questions about MARS may be directed to: Chief of Navy-Marine Corps MARS; Admin Section; Bldg. 13; U.S. Naval Communications Unit; Washington, D.C. 20390. Phone: AUTOVON—251-2267/Comm.—301-238-2266/67

—by JO1 Lon Cabot



Gary Skillicorn operates a MARS link-up in Washington, D.C. during mid-day hours when it's possible, to assist Navymen with phone calls to their detailers.

Currents

SECNAV Approves LDO (Aviator) Program

The Secretary of the Navy has approved establishment of a limited duty officer (LDO) aviator program for paygrades E-5 through E-7. The first 35 enlisted personnel selected for the program will be ordered to Pensacola in April 1981. After completing aviation officer indoctrination, primary flight training, and maritime (PROP) training, the new officers will be assigned to an initial three-year tour as primary flight instructors. Follow on assignments will be to a variety of aircraft carrier billets such as assistant flight deck officer, assistant aviation fuels officers, and assistant hangar deck officer. Subsequent shore tours will include the training command, FACSFAC, FASO, TYCOM and FUNCWING staffs, NARFS and NAS billets. Sea tours will then include carriers, afloat staffs and some overseas air stations. Details of the program and eligibility requirements are contained in NAVOP 159/80.

Cash Awards for Good Ideas

Commanding officers have been granted authority to make cash awards to Navy people who generate ideas for increased efficiency, economy, productivity, or otherwise improve operations. In some cases, awards of as much as $1,500 may be at the local command level. Higher levels of command may approve additional awards, and if the idea is applicable Navywide, the Secretary of the Navy may award as much as $10,000. Types of suggestions eligible might include: new or better tools, equipment or machines; more efficient work methods, conservation measures; health or safety improvements and cost reductions. The new awards will be based on monetary savings resulting from the idea. In cases in which idea benefits cannot be measured in dollars (such as safety suggestions), awards will be based on an evaluation of the degree of improvement and the criticality of the field improved. Policy guidance for the new program is contained in SECNAVINST 5305.2, while OPNAVINST 1650.8A outlines implementing details of the program.

Priority Given to Fleet Requests for "A" School

Are you looking for a reenlistment incentive for some deserving seaman in the fleet? The recently issued NAVOP 140/80 has affirmed policy that fleet requests for "A" School will receive priority in quota assignments. Motivated, fleet experienced personnel have a greater probability of successfully completing "A" School than new recruits. In addition, it's been shown that individuals who enter "A" School after serving in the fleet reenlist more frequently than "A" School graduates who enter directly from recruit training. The fleet "A" School plan for FY 81 allocates more quotas than previously to sailors attached to fleet units and places particular emphasis on ratings most frequently requested through reenlistment programs. Dedicated funding is also being provided to fleet commanders to support returnable travel. Commands are urged to identify qualified personnel and encourage their applications. The *TransMan* (NAVPERS 15909C) addresses application procedures.

Potential POV Import Problems With 1981 Auto Models

Prior to purchasing 1981 automobiles, personnel who contemplate an overseas assignment are cautioned to inquire about effects of using leaded fuels in 1981 model automobiles purchased in CONUS. Also, the capability to remove/reinstall emission control systems and costs involved should be determined. The manufacturers do not recommend taking some 1981 models equipped with gasoline engines to overseas areas where unleaded fuel is not available. Under the present DOD POV Import Control program, modification of pre-1981 models is no problem since the emission control system, or its components, can be removed and preserved while leaded gasoline is being used. Later, the components can be reinstalled for use in CONUS or its territories. For some 1981 models, however, the new components are expensive and the unit will have to be tested for compliance with EPA standards prior to reimportation into CONUS. One major manufacturer has taken the position of discouraging exportation of all 1981 vehicles equipped with its new emission control system. Diesel engine equipped automobiles are not affected.

Single BAQ Authorized for Ships in Overhaul

On Sept. 24 the president signed into law a bill which provides for Navy members to receive basic allowance for quarters (BAQ) at the single rate while assigned to ships during periods of overhaul. The BAQ is authorized when members cannot live on the ship because of overhaul work, and when government quarters are not available. The single BAQ during overhaul is authorized for FY 81 only.

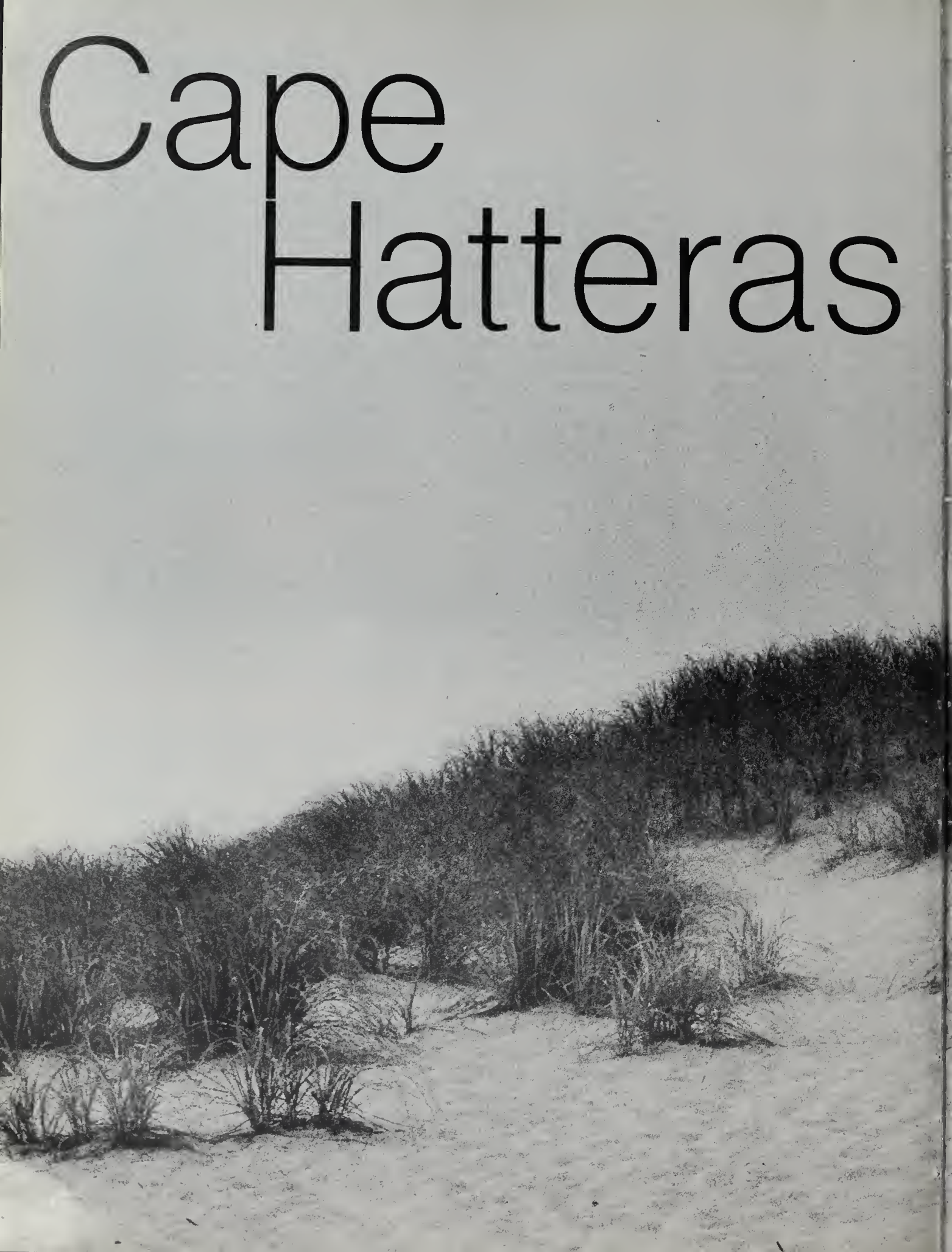
Navy Billets at Sergeants Major Academy

Sixteen senior chief petty officers will be given the opportunity to attend the Army's Sergeants Major Academy, convening semi-annually in February and August, at Ft. Bliss, El Paso, Texas. The 22-week course is designed to provide an educational experience involving military-oriented subjects and associated electives offered by local colleges. A large portion of the curriculum is devoted to individual and organizational behavior, leadership, communications, and contemporary problems as they affect morale and discipline. Prerequisites for attendence (no waivers granted) include:

—Be in paygrade E-8 (selectees must be frocked or advanced to E-8 prior to the class convening date)
—Have a secret clearance
—Have less than 23 years total active service
—Have top 10 percent or better marks on most current evaluation
—If selected, be willing to incur 24 months obligated service following graduation

Eligible personnel desiring to apply should submit a request to COMNAVMILPERSCOM (NMPC-492C); copy to OP-01D) via their commanding officer, utilizing a NAVPERS 1306/7 request form. Requests should be submitted to arrive at NMPC NLT Feb. 15 for August classes and Aug. 15 for February classes.

Cape Hatteras





Tasting the Simple Life

As an old seaman's saying goes, "Hatteras has a blow in store for those who pass her howling door."

For centuries sailors have steered their ships clear of the treacherous waters along the small chain of barrier islands located off the coast of North Carolina.

Known as the Outer Banks, it is here that the warm waters of the Gulf Stream clash with the arctic waters of the Labrador Current. The result is hazardous currents and a shallow shelf of shifting sand.

These shallows, called the Diamond Shoals, extend 12 miles out to sea. Hundreds of ships, hampered by severe storms which are common to this region, have met their fates in these waters, characterizing it as the graveyard of the Atlantic.

But not all sailors in the area need heed the warning beckoning from Hatteras' century-old lighthouse. In contrast to the dangers lurking in these waters for ships, these waters are a source of recreation and relaxation for the sailors stationed at the Naval Facility Cape Hatteras.

Located in the back yard of North America's tallest light house, the Hatteras naval facility has been serving the fleet as a data-gathering Oceanographic Research Station since its commissioning in 1956.

For the 150 Navy men and women here, living in this remote island community offers the interesting opportunity to sit back, relax and enjoy the simple things in life.

"It was a real shock when I arrived here," Lieutenant Gene Caughman said. "I had imagined a small town, but this was much smaller than I had ever expected.

"But it didn't take long to get a feel for the area and welcome the slower pace that a small community like this offers. It was refreshing after being at sea and homeported in a large city."

Lieutenant Commander Patrick Dennis, the commanding officer of the

facility expanded on this. "The environment here is unique. Because we are somewhat isolated, we operate more like an overseas command. But because of our size and the environment around us, we don't have the hectic pace that a much larger command would have.

This is the nature of the Outer Banks. And the year-round residents, known as "islanders," have kept it this way in spite of the annual influx of summer tourists.

"I find the local people here akin to New Englanders," Ensign Shippen Bright said. They are hard-working, honest fishing people who are very close to one another. An outsider could look at it as being clanish.

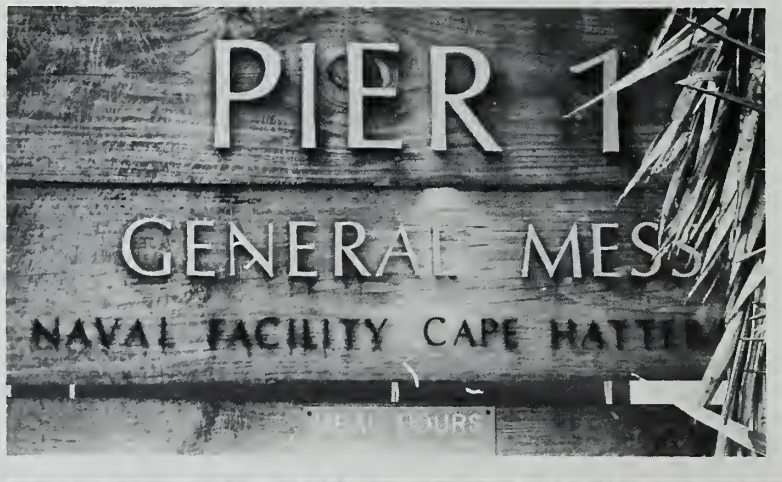
"These people look on outsiders with suspicion. You have to make the effort to earn their trust, but once you gain it, you can count on them for life."

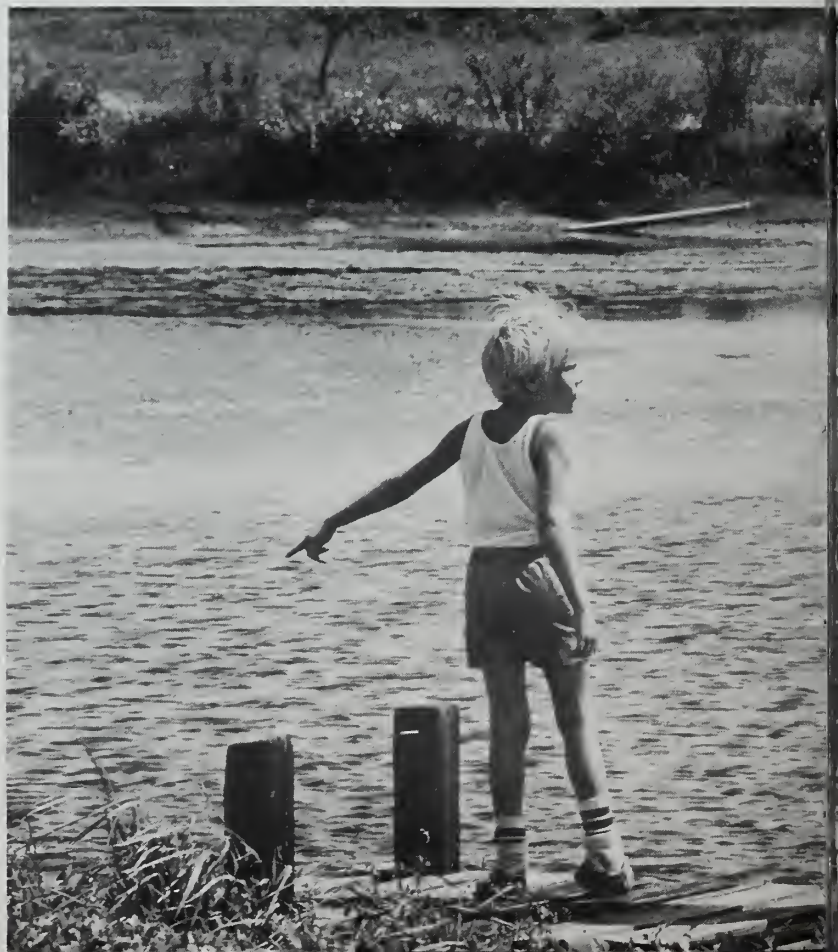
The islanders stem from a more rugged life, one based on survival. Many are descendants of shipwreck survivors. A few can trace their family trees to the pirates who found retreat here in the early 1700's; the most famous of these was "Blackbeard" otherwise known as Edward Teach.

Battling the elements, islanders today have displayed their courage by rescuing mariners in distress. Forty-nine residents have been awarded the Life-saving Medal, given by Congress for acts of heroism.

Because this area was accessible only by boat until 1960, the islanders managed to curtail commercialism to a great extent. Even when the bridge was constructed, connecting the island to the mainland, residents found no need







Above: *An abundant resource in wildlife is present along the Barrier Islands.* **Center:** *Sign in front of the facility's combined galley.* **Opposite page:** *View of the naval facility from the Hatteras Lighthouse.* **Right:** *Chief Warrant Officer Norman Overfield enjoys some time with his sons at one of the island's freshwater ponds.*



for the luxuries of the big cities. They managed to keep life simple and plain.

For most of the personnel assigned to the naval facility, duty at Hatteras is a welcome change. Chief Warrant Officer Norman Overfield said this was his only choice for shore duty after he heard it was available. "Coming off five years of sea duty, it has given me some long awaited time with my family."

Personnelman Second Class Dan Cramb also enjoys his tour here. "I was on a ship on the West Coast. We were overmanned by one personnelman and the detailer said he wanted one of us at Hatteras. I jumped at the chance.



"At a large command, you are involved in only a part of the personnel rating, but here I'm responsible for all aspects of it. Even with the more relaxed pace, I get ten times the work done; it's been a rewarding experience."

Ocean Systems Technician Second Class Jean Robinson, who lives in a cottage on the island, feels that this is the kind of place the Navy should send anyone who has been under stress. "I don't think you'll find anybody around here with ulcers. A traffic jam is anytime you have more than five or six cars and the nearest traffic light is 55 miles away."

Mess Management Specialist Second Class Leroy Elmore has sought and found opportunity here. The leading petty officer of the base dining facility and his wife Julie have leased and manage a restaurant in town. They are planning on operating one of the few island facilities which will stay open during the winter.

"It's similar to running a military dining hall," Elmore said. "Keeping a civilian business open during the off-season here should prove challenging."

And the seasons in Hatteras govern everything. As one can expect, it isn't too difficult finding things to occupy your spare time during the summer. The population on the island increases from 3,000 to around 50,000 during the summer.

"The water activities are the main attraction," executive officer of the facility, Lieutenant Larry Walker said. "We have 100 miles of National Seashore at our doorstep."

During the summer months the personnel at Naval Facility Cape Hatteras are on what they call "Hatteras hours." Their workday is from 6:45 a.m. to 1:30 p.m. These abbreviated working hours are to boost morale in compensation for the hard winter existence.

Walker explained, "In the summer, everything is geared for the tourists. Most of the activities are available only during the daytime. This affords our people the opportunity to take advantage of ongoing activities while they can.

The water is the chief source of recreation here. Some of the best surfing to be found on the East Coast is in Hatteras. But for Bright, if you're not interested in honing your skills on a surf board, body surfing is at its best.

Robinson passes some of her free time scuba diving among the many wrecks in the area. She also enjoys just hitting the beach and soaking up the sunshine.

The biggest pastime at Hatteras is fishing. "I've heard that this place is called the surf fishing capital of the world," Caughman said. "I can't really say for sure, but you can come out here in the fall when the blue fish are running and you can't find an open spot on the beach. People come Friday evening and don't leave their places until Sunday afternoon."

There are all kinds of fishing—be it

surf, pier, deep sea, clamming or crabbing—the waters are plentiful. There is even fresh water fishing at some of the island ponds.

Overfield hadn't done much fishing before coming to Hatteras, but now it's a family pastime. "We go out to the Hatteras point every day. Some of the islanders say it isn't the best place to fish, but it's become my favorite spot. Where else can you stand in the surf and get breakers from both the front and the rear at the same time?"

There are still those who aren't interested in filling their off-duty hours on the beach. Especially someone like Engineman Fireman Apprentice Bruce Huber. "I grew up working on a farm. When you're used to putting in a 16-hour day, seven days a week, it's difficult to just sit around on the beach in your spare time."

With the experience of being a fireman in his hometown of Schulerville, N.Y., Huber was picked as the second lieutenant of the naval facility's volunteer fire department.

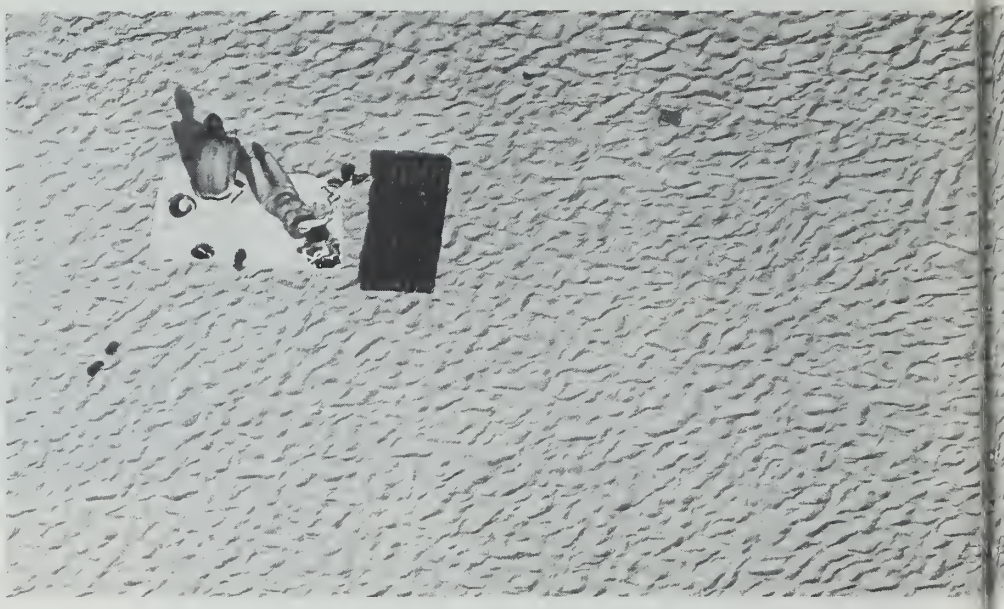
Both the fire and ambulance crews of the community and the facility work hand-in-hand with one another. When one is on call, the other is available for back up. "With the nearest hospital 110 miles away, we have to be able to count on one another," the executive officer explained.

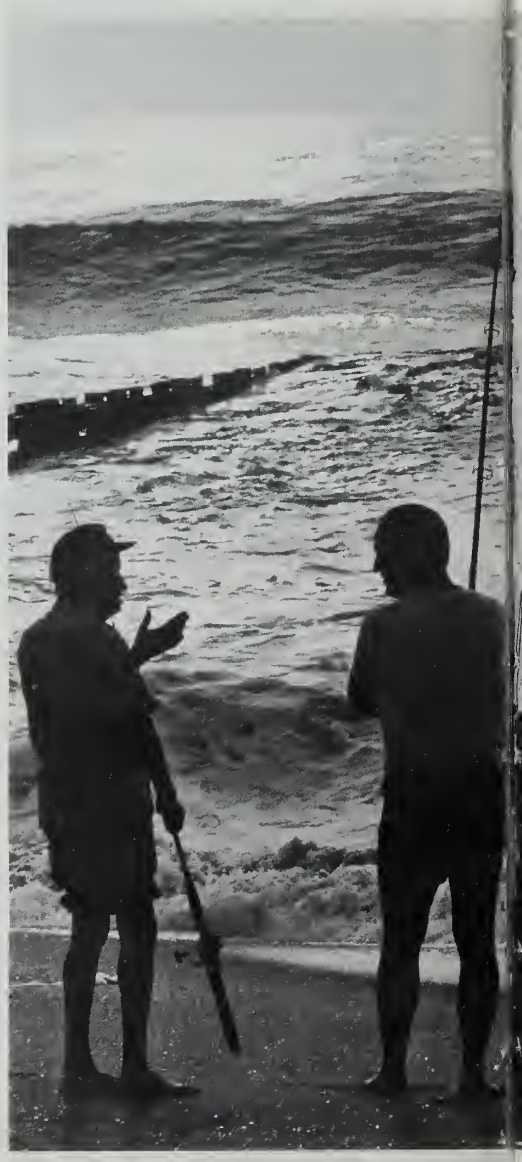
Community involvement is also present with the summer softball league. The island program is a very popular weekday event, and all the games are played at the naval facility field.

But when the summer comes to an end, and the population dwindles, one can find only weathered beach houses boarded up and "closed for the winter" signs in the windows of shops and restaurants. It becomes harder to fill off-duty hours.

"This place looks deserted in the winter," Construction Electrician Third Class Al Pierce remarked. "You sometimes wonder if people forgot you were out here."

"It's really important to keep everyone involved in various activities during the winter months," said Dennis. "We have to develop and plan recreational programs and provide off duty programs such as educational study courses. We begin to focus our attention on this during the summer months."





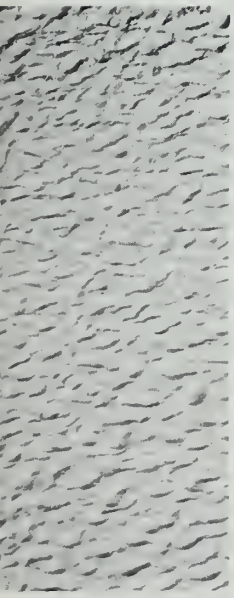
Above and right: *Sunbathing is one of the many summer pastimes along Hatteras beaches but surf fishing is said to rank among the finest in the world year round.* **Upper right:** *Two Seabees perform maintenance on the facility's water treatment plant.* **Bottom right:** *A sunset marks the end of another day where the simple things are special.*

"In the winter we organize every conceivable kind of activity," Caughman added. "Since we have the only club of any sort on the island, it becomes the focal point for evening entertainment. We have a dart tournament, pool tournament, even a pinball tournament. Anything we can come up with we try. Our two-lane bowling alley also gets extensive use in the cold months.

"The biggest thing you have to accept is that this area is not going to adjust to your life-style. You have to adjust to it."

In this day and age, it's difficult to find people who aren't caught up in the fast lane of life. Such a place is Cape Hatteras. For those stationed here who take advantage of what such a community has to offer it can be refreshing.

—Story and photos by PH1 Jim Preston







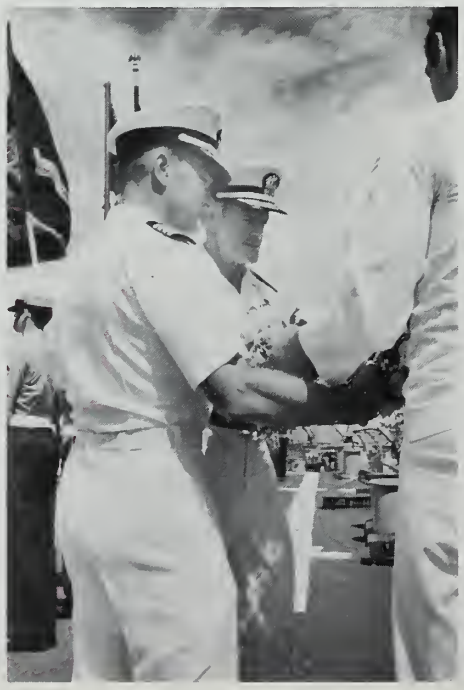
Havoc in Ironbottom Sound

The Battle of Savo Island of August 9, 1942, went down in history as one of the worst defeats ever inflicted on the U.S. Navy. Military historians have concluded that the bizarre circumstances leading up to that battle are as unique as the actual battle itself. Stan Smith, in "The Navy at Guadalcanal," wrote, "One could lose the battle and still win the war although, after the Savo debacle, it hardly seemed possible."

It all began when a reconnaissance plane reported Japanese construction of an airfield on the island of Guadalcanal in the Solomons. To prevent the Japanese from completing that airfield—an outcome that would surely give the enemy a decided advantage in that part of the world—two naval task forces and a train of destroyers and transports carrying some 19,000 Marines of the 1st Marine Division were ordered to invade the Solomons.

Rear Admiral Frank Jack Fletcher, veteran of Coral Sea and Midway battles, (see *All Hands,* May 1979, "The Battle of the Coral Sea") took command of the invasion fleet, as well as a supporting force built around carriers *Saratoga, Wasp* and *Enterprise.* Next in command was Rear Admiral Richard Kelly Turner, commander of the amphibious forces, which included two Australian heavy cruisers and one light cruiser (on loan from the Southwest Pacific Command) and four U.S. heavy cruisers. Major General Alexander J. Vandegrift commanded the Marines.

When the invasion fleet arrived in the Solomons on Friday, Aug. 7, 1942, the enemy on Guadalcanal and on Tulagi—another Japanese base 20 miles across the channel—were so hopelessly outnumbered that retreat into the muddy, malaria-infested jungle was their only recourse. By the next afternoon, the U.S. Marines had control of Tulagi and the airstrip on Guadalcanal, despite repeated attacks from Japanese torpedo bombers and fighters from the enemy stronghold on Rabaul, some 600 miles northwest of Guadalcanal. By Saturday night, everything was calm. Almost too calm.



Sailors on the beach worked feverishly to unload Admiral Turner's convoy of transports which had anchored off Tulagi and the Lunga beachhead. The admiral waited aboard his flagship *McCawley,* worrying about more enemy air attacks the next day. He ruled out the likelihood of a counterattack by enemy ships; reports revealed no enemy fleet anywhere in sight.

As a precaution, however, Turner ordered his warships to patrol the sea passages leading to the transports.

Cruisers *Vincennes, Quincy* and *Astoria,* and two destroyers, *Helm* and *Wilson,* patrolled the western flank north of Savo Island, the tiny island lying between Guadalcanal and Tulagi. Australian cruisers *Australia* and *Canberra,* and U.S. cruiser *Chicago* with destroyers *Bagley* and *Patterson* guarded the southern entrance. Destroyers *Ralph Talbot* and *Blue,* stationed a few miles farther out, were to provide warning of any danger.

An eastern force, which would escape the holocaust that night, consisted of light cruiser *San Juan,* destroyers *Monssen* and *Buchanan* and Australian cruiser *Hobart.*

Left: *Capt. Harold S. Lewis, commanding officer of the USS* Chicago *(CG 11), assists Rear Adm. Alex Sinclair, Commander Task Force 75, as tribute is paid to USS* Chicago *(CA 29), a victim of the Battle of Savo Island.* **Right:** *USS* Quincy *(CA 39) is illuminated by Japanese search lights in this photograph taken by the Japanese cruiser during the battle.*

Most of the ships of Turner's force had set Condition II, allowing half the crew to rest. Having been at general quarters for nearly 24 hours, these men were exhausted, tense and in desperate need of sleep. So, while half the crew retired to their bunks, the warships patrolled the harbor. No battle plan had been issued.

News of the American landings, in the meantime, had reached Rear Admiral Gunichi Mikawa at Rabaul. By Saturday, his quickly-organized task force, consisting of five heavy cruisers, two light cruisers and one old destroyer, was steaming southward at a comfortable 24 knots, timing its arrival at Guadalcanal for midnight.

Mikawa's plan was to enter the harbor under the cover of darkness (Japanese torpedo crews had no equal when it came to night fighting), destroy the warships guarding the landing force, blow up the unloading transports and then escape before daylight when American carrier pilots could retaliate. A good plan, but Mikawa had to steam hundreds of miles in full daylight before reaching Guadalcanal.

From the very outset, Mikawa's luck ran high.

Some B-17 Army pilots, flying close to Rabaul, had reported six unidentified ships on a southeast course. Because the ships were sighted so close to Japanese bases, American commanders receiving the report saw no cause for alarm.

A second message—this one reported by a Navy submarine about 60 miles from Rabaul—warned that two destroyers and three larger ships of unknown type were moving southeasterly at high speed. This sighting, too, caused little concern.

Sighting number three was made by an Australian pilot who spotted the Japanese force east of Bougainville. But he did not report the sighting until after he had finished his patrol and returned to his base on the eastern tip of New Guinea. To make matters worse, the pilot's report of three cruisers, three destroyers, two seaplane tenders or gunboats, heading south at 15 knots was mishandled by the authorities who passed it along. As it turned out, Admiral Turner did not receive the message until more than eight hours after the sighting. Even then, the identification of "two seaplane tenders or gunboats" led Turner to assume that the enemy ships' destination was the northeastern coast of Santa Isabel, some 150 miles away. Unfortunately, Turner's assumption was wrong.

Other reconnaissance flights by units throughout the Western Pacific missed spotting Mikawa's ships because of foul weather and a heavy overcast.

As storm clouds darkened the sky, Japanese sailors on board the approaching ships dressed for battle and made final preparations for their night attack. Two searchlights had been affixed to each ship, fore and aft, and hooded blinkers, invisible outside the



Japanese column, permitted safe communications between ships.

It was about this time that Admiral Fletcher, who had taken up a strategic position southeast of Guadalcanal, decided to pull out. Sending a message to his superiors at headquarters a thousand miles away on New Caledonia Island, Fletcher reported: "Fighter plane strength reduced from 99 to 78. In view of the large number of enemy torpedo planes and bombers in this area, I recommend the immediate withdrawal of my carriers. Request tankers sent forward immediately as fuel running low."

Without waiting for a reply, Fletcher ordered his supporting force to withdraw.

Naval historian Jack Coggins wrote in "The Campaign for Guadalcanal": "It was not lack of fuel but fear of air attack (needless, as it happened) that caused Fletcher to retire. Loss of *Lexington* at Coral Sea and *Yorktown* at Midway had made him overly cautious. Now, with three of America's four Pacific carriers under his command, the responsibility weighed heavily."

So, while Mikawa's pagoda-topped war machines barreled toward Guadalcanal, Fletcher's "covering force"—a battle ship, three carriers, six cruisers and 16 destroyers—headed out the back door.

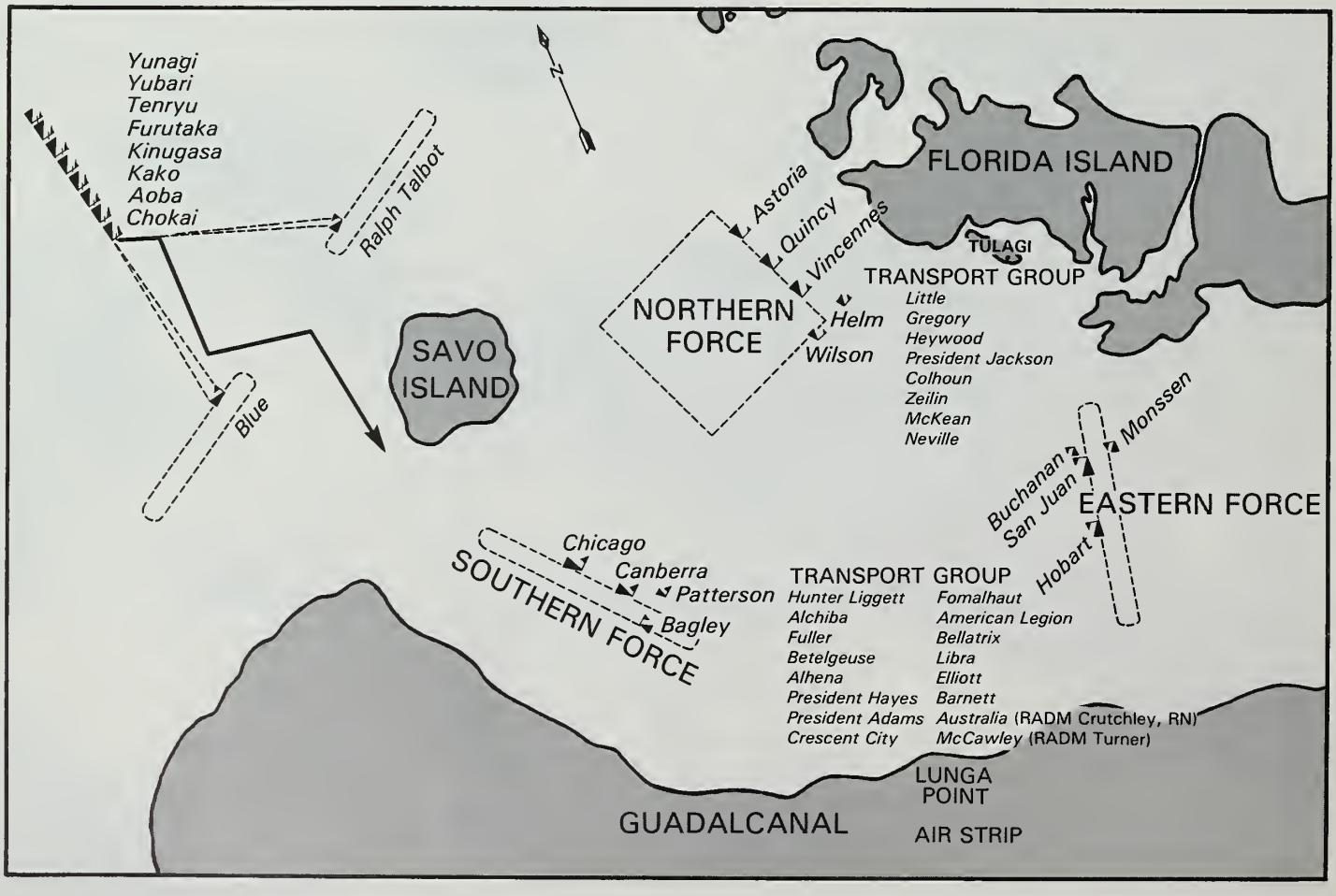
Needless to say, Turner was boiling mad. About 8:30 p.m., the admiral sent an urgent message to Victor Crutchley, the British admiral in his flagship HMAS *Australia* in the southern picket line. Ordered to report aboard *McCawley* immediately, the English admiral pulled *Australia* out of formation, leaving Captain Howard D. Bode in *Chicago* in charge of the southern force. Expecting the admiral to return shortly, Captain Bode made no plans to change *Chicago's* position with the absence of *Australia.* In the end, it probably wouldn't have made much difference anyway.

On board *McCawley* in the transport area, Crutchley met with Admiral Turner and General Vandegrift to discuss the effect of Fletcher's abrupt withdrawal.

The stage was now set. The catastrophe that was about to take place shortly after midnight that Sunday would last 40 minutes, but from that time on, the body of water surrounding Savo Island would be called Ironbottom Sound.

When lookouts on *Chokai,* Mikawa's flagship, sighted picket destroyer *Blue* off the starboard bow, *Blue*'s lookouts were looking the wrong way. Even the destroyer's radar operators missed being alerted because they mistook the "pips" on their radar units as coming from the nearby islands themselves. As Mikawa's force steered away from *Blue,* the Japanese trained their guns on the American destroyer, ready to fire at the slightest wrong move.

Coming upon *Ralph Talbot* next,



Mikawa again changed course. Then, as he resumed full speed, he left *Blue* and *Ralph Talbot* plodding their beats. The two American destroyers were unaware that an enemy task force had just slipped past.

A short while later, destroyer *Patterson* in the southern force sounded an alarm: "Warning, warning, strange ships entering harbor!"

Three Japanese float planes, alerted by Mikawa, now dropped flares which turned the ships of the southern force into luminous targets. *Canberra* went to battle stations, but it was too late. Men on board the Australian warship didn't stand a chance as enemy guns and torpedoes fell upon them almost immediately. Wounded and dying sailors struggled to get ammunition and hot shells overboard to prevent the ship from blowing apart.

It was hopeless. *Canberra* eventually had to be abandoned and eventually sank.

Mikawa's column of ships now turned on *Chicago.* Throughout the heavy American cruiser, exploding ammunition, flying debris and flames sent sailors to their deaths. With part of her bow blown off, *Chicago* was left crippled by the enemy, which now inadvertently split formation while bearing down at full speed on the northern patrol. Having divided their force, the Japanese could now subject the northern group to a devastating crossfire.

By the time destroyers *Patterson* and *Bagley* of the southern group got into position to attack the Japanese, the enemy had already disappeared to the northeast.

Hidden again in darkness, the enemy ships passed to the right of Savo Island, came upon cruiser *Astoria,* turned searchlights on and opened fire at point-blank range. *Astoria*'s gunnery officer ordered general quarters and directed his eight-inch gun mounts to fire upon the attackers.

Captain William G. Greenman rushed to the bridge and demanded to know who had sounded the general alarm. Thinking that *Astoria* was firing on her sister ships, he ordered, "Cease firing!"

While enemy shells continued to turn *Astoria* into an inferno, the captain reconsidered his first order and shouted, "Commence firing!" Whoever they were, they had to be stopped.

Too late. The American warship had already been reduced to a blazing wreck.

For hours, crewmen would fight the flames and plug holes in the ship's sides, but in the end the order would pass to abandon ship; *Astoria* would rest at the bottom of Ironbottom Sound.

Likewise, cruisers *Vincennes* and *Quincy,* battered and burning furiously, would go down, too. Destroyers *Helm* and *Wilson,* ignored by the enemy in the darkness and confusion, were unable to help the cruisers of the northern force.

On their way out of the sound, Mikawa's ships again met, but this time crippled, the destroyer *Ralph Talbot,* turning it into a floating mass of useless iron.

Admiral Mikawa now snapped off his searchlights, and with engine throttles wide open, headed toward home, leaving untouched the main target of his planned assault—the transports off Lunga Point and Tulagi.

Mikawa struggled with the idea of turning back, but finally decided it was too risky. Fearing reprisals from enemy carriers which he believed to be close by, the Japanese admiral dared not press his luck. He had no way of knowing—lucky for Turner and Crutchley in the transport area—that Fletcher's supporting force was retreating to the south at that very moment. Mikawa could have annihilated Turner's transports and, in so doing, changed the course of the war.

Perhaps Japanese historian Masanori Ito, in "The End Of The Imperial Japanese Navy," best summed up Mikawa's mistake, "It would have been worth the sacrifice of his entire force if he had knocked out the enemy transports at Guadalcanal."

Because he didn't, the U.S. Marines—who depended on the transports for supplies—were able to stay on Guadalcanal.

The long, bloody Guadalcanal campaign had only just started. In the months ahead, fierce land and sea battles would overshadow the Battle of Savo Island but the struggle and suffering that took place that fateful night would never be forgotten.

—Story by JO2 Steve Bellow



The Australian heavy cruiser Canberra *sinks off Savo Island the following morning. USS* Blue *(DD 387) is alongside* Canberra*'s bow to remove survivors. USS* Patterson *(DD 392) approaches the sinking ship's stern.*

Mail Buoy

Aerobic Dancing

SIR: The article on "Individual Sports" in the June 1980 issue of *All Hands* was in the spirit of National Recreation Month. However, I found the segment concerning aerobic dancing misleading. Aerobic dancing is more complicated than just dancing to disco music. A true aerobic dance session incorporates a pre-warmup routine for flexibility and a warm-up dance which begins slowly and increases in tempo to begin the process of aerobic exercise. Each session has seven or eight routines of continuous rhythmic movement.

Dance routines are carefully choreographed to meet the objectives of a cardiovascular exercise. Heart rates are checked between each dance. At the end of each session, a cool-down dance is performed along with five minutes of walking and stretching to bring the heart rate back to normal. All dances are cued so there are no complicated routines to memorize.

Aerobic dance instructors are highly trained and must maintain their qualifications. They are also certified in cardiopulmonary resuscitation.

Because it is extremely difficult to achieve maximum benefit from aerobic dancing without a certified instructor, I would encourage participants to sign up for a class. Many Special Services offices offer such classes as part of their recreation programs. —Carolyn S. Conklin.

Main Battery

SIR: Many times during my naval career, I have heard people refer to the main battery of a ship as being some other armament besides guns. Could you clarify this for me? —GMGC D.G. Evans.

• *While the original definition of the term "main battery" was an expression of a ship's gunnery striking power, today's usage is more oriented toward the specific mission of a ship of any class. Thus, the main battery of an aircraft carrier would be defined as its aircraft; of an amphibious ship as its assault craft; and, of a cruiser, its guided missile battery.* —ED.

White Plains It Is

SIR: I finally read something in All Hands (May 1980) about my ship, USS *White Plains* (AFS 4), but it was only about half a page. I don't understand why stories about other ships are longer. I think it would be great to let people know that supply ships work, too. If it was not for us and the other supply types, the big, tough aircraft carriers could not keep going. No one stops to think about that.

We left Japan Nov. 26, 1979, but we were loaded to only about 60 percent. When we arrived in Subic Bay Dec. 3, we loaded up and over a normal fill, about 140 percent. This, about 2,100 pallets of stores, was brought aboard by the small division of storekeepers called S-2. We had three days of hard work but got it done and ready for sea.

When we did make it out to the Indian Ocean we had a lot to do. Getting the supplies ready for two task groups back to back is hard. Sometimes the cargo divisions had to have help from other divisions—people had to put in many endless nights and days without sleep. But still that is not all we did.

The USS *White Plains* was the first U.S. ship to make runs to a Persian Gulf port where we took on more stores for the ships.

The ships liked what we did for them but does anyone think just how hard it was—especially when we didn't get any mail from home? I know. I worked many days in the heat getting everything ready for other ships. Most of the time our own mail wasn't in what the plane brought. They would say we didn't need anything because we are a supply ship and have everything. But we don't.

We were out and away from our families just as long as any of the other ships. In fact, I think longer—about 178 days. I say let's hear it for our overseas station ships. Let the people back home hear what we are doing. We have families, too. —SK3 Randell E. Himes.

• *We applaud SK3 Himes who has told his own story, and a good one at that, of White Plains.* —ED.

SIR: The following poem was sent to me by Mr. Lloyd G. Hall, the father of LTJG John Hall, one of the officers on USS *Von Steuben* (SSBN 632). Mr. Hall and 46 other fathers and sons rode *Von Steuben* from Charleston, S.C., to Norfolk, Va., Jan. 7-9, during a dependents' cruise. It was the ship's last underway period before commencing an 18-month overhaul at Newport News, Va.

The poem captures the awe and wonder of the world of the submariner, I have never read words that express my feelings more clearly.

—CDR R.E. LaGassa

De Profundis

Oh black-hulled monster of the chartless deep,
In solitary splendor, roam the seas;
Your undetected isolation keep,
Much as a starship spanning galaxies.

Grim missile-bearing wanderer, all alone
Beneath the polar cap or southern sea;
On course as steady as a star might own;
As silent as leviathan might be.

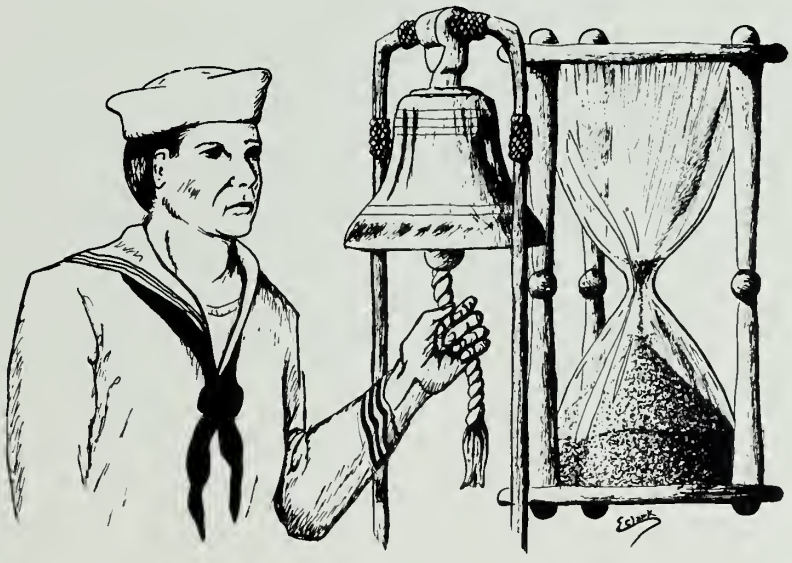
My thanks for a taste of what your life has been,
A wondrous calm beneath the raging gale;
Trusting to sonar's "sight," that which unseen
Might be a rocky shoal—or love-sick whale.

If I were young again and had to choose
'Tween reefs and currents—and a sky of thunder;
I think I'd take the plunge—and try to lose
Myself in depths full sixty fathoms under.

Then here's to the day your planes shall cleave the foam,
Your klaxon barking, "dive," the final sound;
The boundless oceans once again your home,
And silence all pervading—closes 'round.

—Lloyd G. Hall

Stern Shots



Before the invention of timepieces, seafarers marked time aboard ship with a so-called hour glass that ran out every 30 minutes. The glass would then be turned over, to start measuring another 30 minutes, and the ship's bell would be struck so all hands knew a half-hour had passed. At the end of each half-hour, the bell would be struck one more time. Thus it was struck once at the end of the first half-hour and eight times at the end of the four-hour watch.

Even with today's new digital clocks, the practice still continues aboard Navy ships. Match the eight bells with the correct time.

1. One Bell	_____	A. 1500
2. Two Bells	_____	B. 1230
3. Three Bells	_____	C. 0730
4. Four Bells	_____	D. 0930
5. Five Bells	_____	E. 1300
6. Six Bells	_____	F. 1400
7. Seven Bells	_____	G. 2000
8. Eight Bells	_____	H. 1030

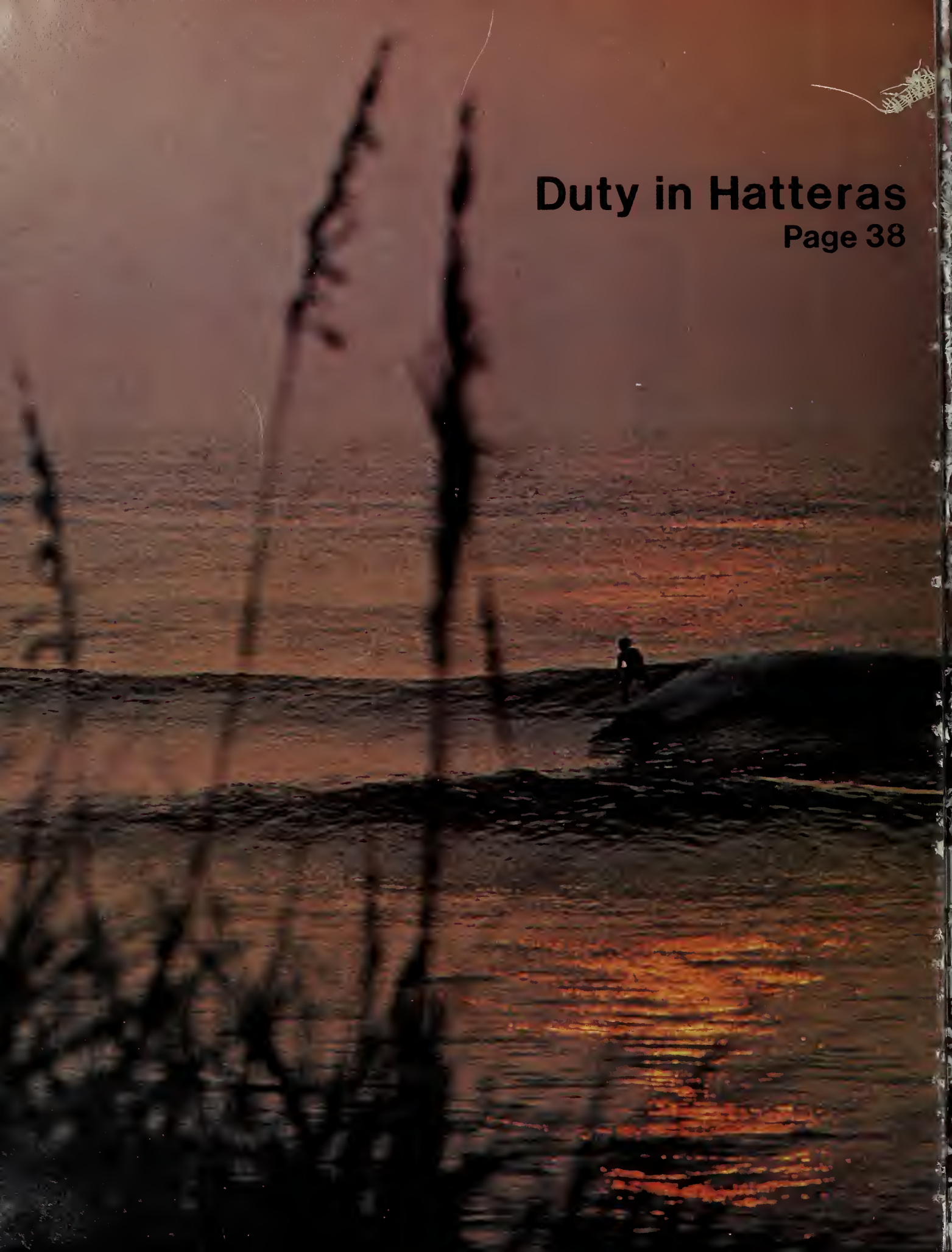
Answers: 1-B; 2-E; 3-D; 4-F; 5-H; 6-A; 7-C; 8-G.

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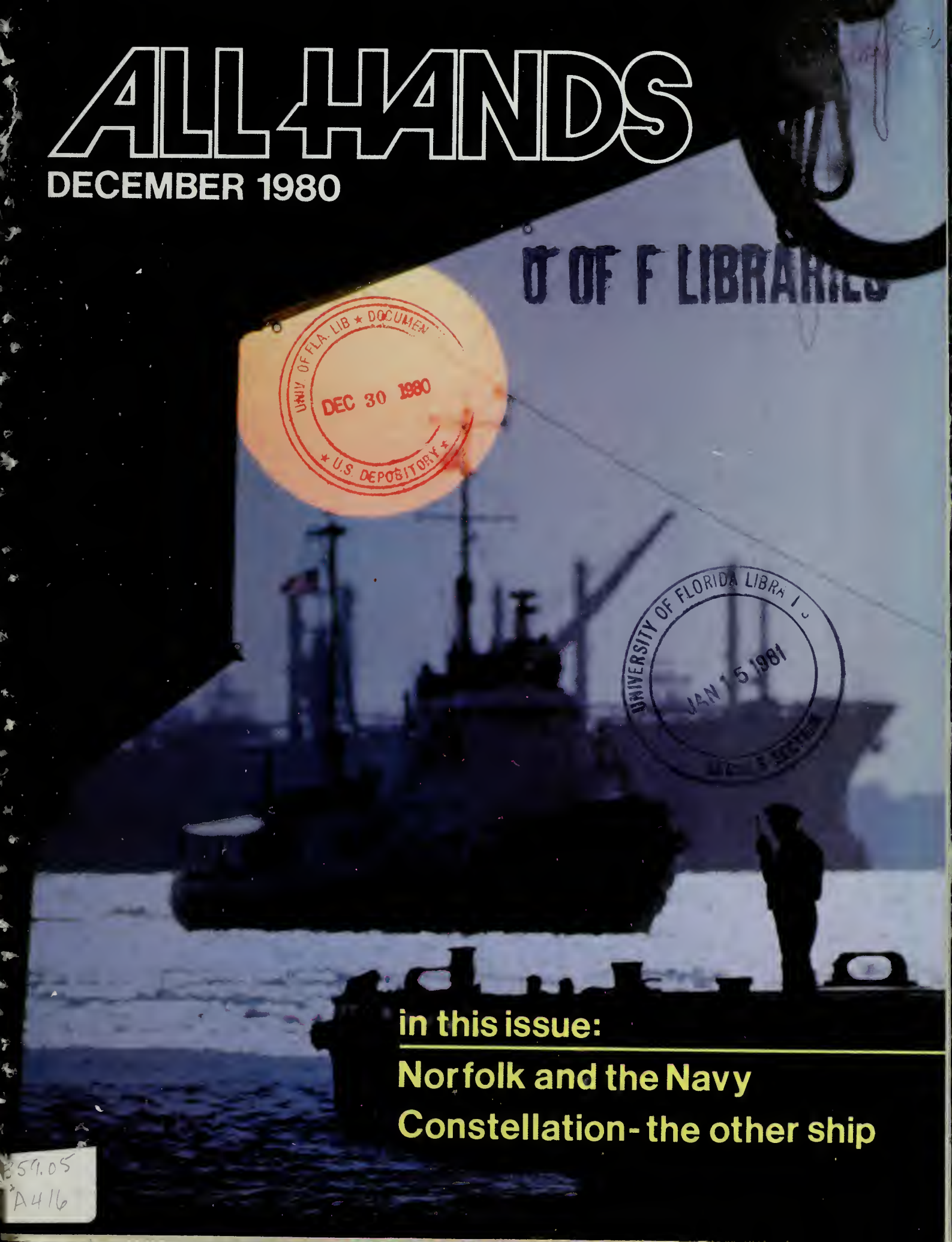


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Inside front: Navy's oldest—USS *Constitution*—provides a backdrop for men of Navy's newest—USS *Samuel Eliot Morison*. See page 20. Photo by Ens. Emmett W. Francois.
Back: *Constellation*'s flag and rigging. See page 30. Photo by PH2 Bob Hamilton.

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Diego Garcia

Catnaps and a

With an area of only 11 square miles, the British-owned island of Diego Garcia is a speck in the Indian Ocean. Despite its size, its distance from the nearest U.S. naval facility (Subic Bay, Republic of the Philippines, more than 3,000 air miles) and the eternal heat, Diego Garcia has assumed a strategic role.

Through an agreement with Great Britain, the island facility was established to provide a link in U.S. defense communications and to furnish communications support for U.S. and British ships and aircraft operating in the Indian Ocean.

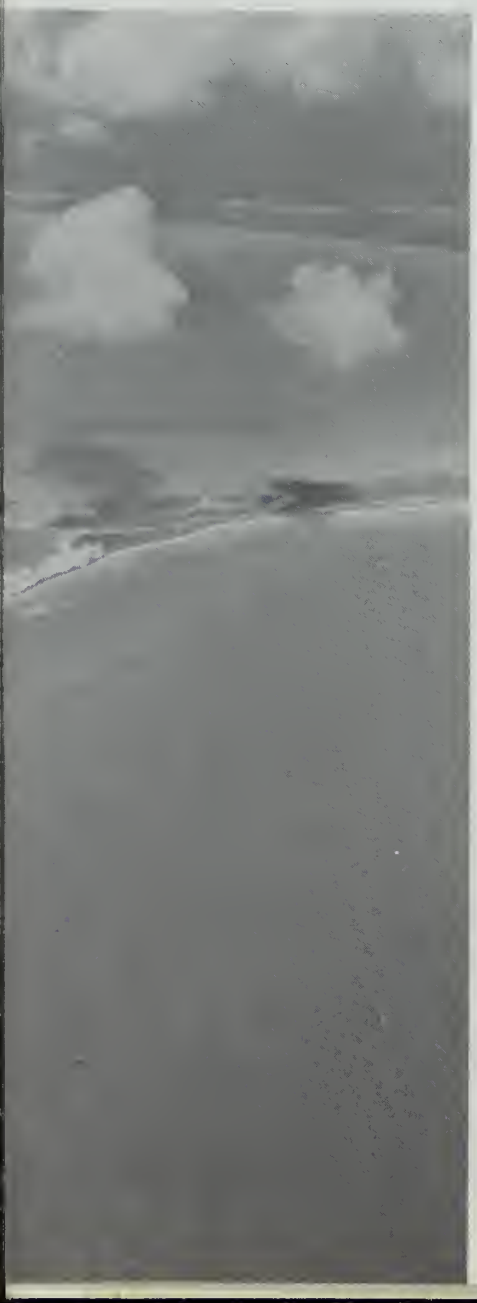
In 1971, when the first Seabees slogged ashore, the plan was to build a limited communications facility. At that time, only three ships were ever being serviced in the harbor at any one time, message traffic was moderate, and there were only about 1,000 flights recorded on the island a year. The officer, CPO and enlisted clubs provided a leisurely atmosphere for off-duty personnel. The outdoor theatre, swimming pool, bowling alleys and other recreational facilities were more than adequate. It was a small community



Shady Corner

whose sailors pursued their jobs at a leisurely pace and their off-duty pleasures with gusto. Much has happened there since and the role of Diego Garcia has expanded in a mighty manner.

Today, the deep, 13-mile-long lagoon is busy with ship traffic. Message traffic has increased, as have air landings and takeoffs. Numerous construction sites dot the island as facilities are being expanded to handle the needs of almost 2,000 men along with the hundreds of transient personnel the island serves. From dawn to dusk there's an air of purposeful activity not quite in keeping with the image of a lonely, tropical isle.



"Up until last Thanksgiving, we could pretty well handle things without much problem," said Captain Steven Block, commanding officer of the Navy Support Facility. "Now we're seeing just how hard it is to support the operating forces. We just don't have the people, facilities or equipment."

Nevertheless, the Seabees, undermanned and often working around the clock, do support the operating forces. During the initial surge, one shift ran 78 hours straight. The men would catch catnaps whenever and wherever they could—on deck, in a shady corner, or at the wheel of a parked forklift.

Last April, the situation began to improve as additional and newer equipment became available and more help arrived. Still the long hours and seven-day work weeks continued.

Every three months the quarterly supply ship is greeted with mixed emotions. The ship brings badly needed supplies for every command and department on the island. The men are happy to see it, but the ship anchors offshore and unloading the supplies by barge and Mike boat is a problem. Some 300 men must work two 12-hour shifts to complete the job. It's a full week's work and must be done along with the regular workload that continues unabated.

"I have seen men go for two months without a day off," said Block. "I get around the island a lot and show up at odd hours. Some of these men are on the job no matter what time it is."

The increase in transient personnel has created a round-robin nightmare. "I've got trailer housing for about half

Opposite page: *an aerial view looking southeast across Diego Garcia.* **Below:** *Seabees set plastic pipeline at a new well site.*



my officer population," said Block. "The same situation exists for enlisted men. Transient quarters are inadequate and overflowing. Until May, I was berthing all overflow personnel on cots on the gym floor."

To ease the crush, construction began on Camp Kangaroo in April. Within a month, wooden frame, open-air "sea huts" were ready for the first 200 occupants. By mid-June, Camp Kangaroo could handle 1,000.

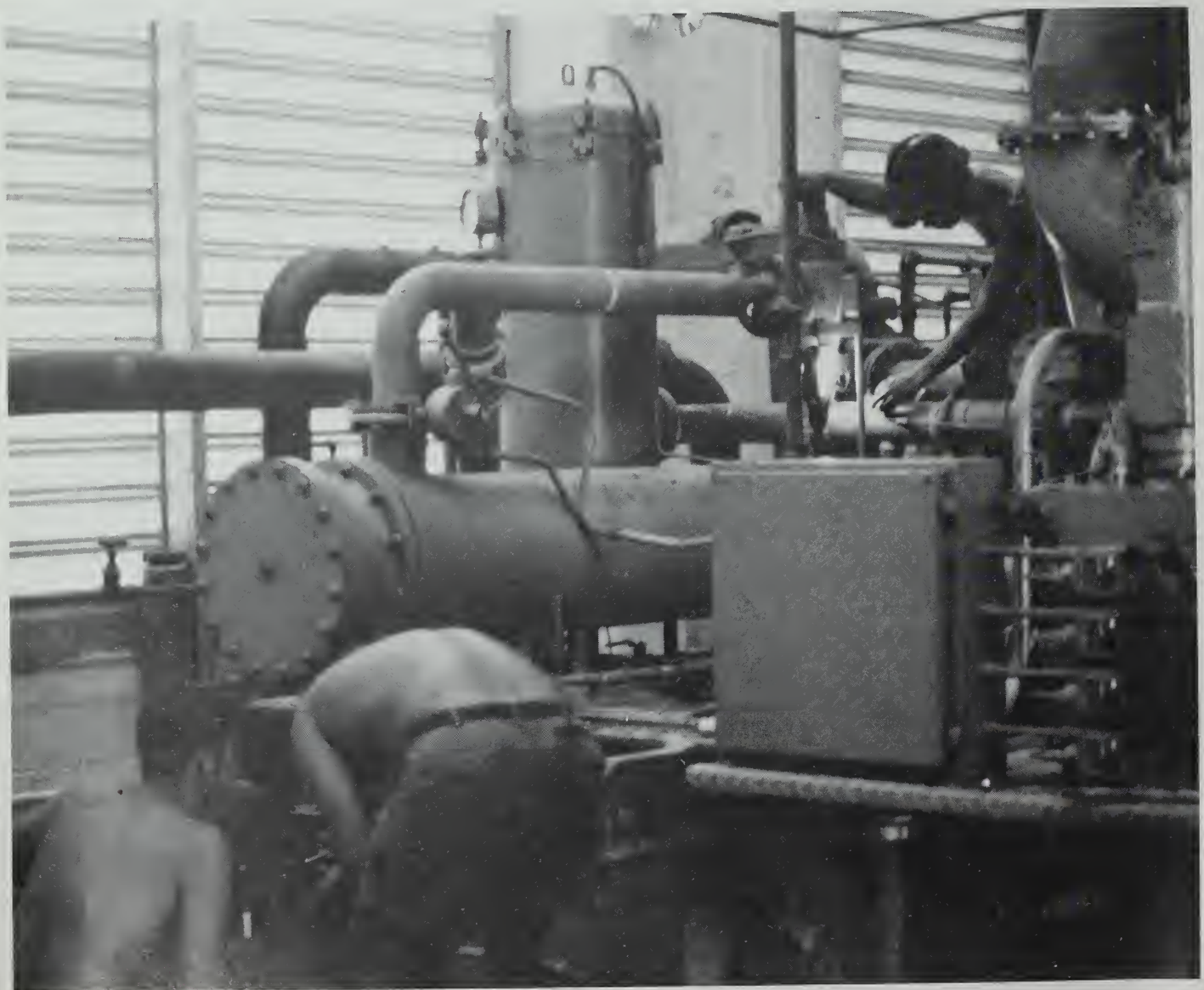
"Trying to do so much with so little can be frustrating," said the captain, "but it's satisfying in its own way. Every time the Seabees complete a project it's one more piece, one more asset available to do the job better than yesterday. And out here, you learn never to throw anything away. Whatever it is, you save it because you can bet if you don't need it, someone else will."

Early in '79, a 30-man Navy Cargo Handling and Port Group (NAVCHAPGRU), the Navy's only combat stevedores, arrived from Williamsburg, Va. Although trained as a ship offload team, they adjusted to working air cargo without breaking stride. Cargo had amounted to 50 to 60 tons a month; it jumped to 700-1,000 a month.

It's almost impossible to spend a day on Diego Garcia without coming into contact with the workings of "Supply." If you eat a meal, get a haircut, cash a check or buy a bar of soap, you're dealing with Supply. If you fuel a vehicle, file an allotment, unload a MILVAN or draw a spare part, you're once again dealing with Supply.

Then there are the postal clerks. A small group, they handle mail for both the island and the operating task groups. With the increase in operating and support personnel, they have averaged about 75 tons of mail a month, and there's been no slowdown in deliveries.

Another short-handed unit was the Armed Forces Radio and Television Station. Although ground has been broken for a new building, the station now operates out of a run-down, patchwork of a facility. Handicapped





communications facility.

Because of the scope of construction on the island, Captain Lawrence Donovan, Commander of the 30th Naval Construction Regiment homeported in Guam, is permanently assigned to Diego Garcia. His assets include the resident Naval Mobile Construction Battalion, currently NMCB-40, aided by elements from all other battalions.

"Our tempo of operations has changed drastically," said Donovan, "from reasonable schedules to everything being needed yesterday. While all our old schedules hold firm, expedience work is added.

"There's tremendous lead time built into our system and planning is vital. There's no local hardware store out here where you can run out and buy an item you may have overlooked. Yet, with the quantity and diversity of work, we can often move resources from one job to another."

by too few people and obsolete equipment, the nucleus crew is still able to provide information, entertainment and news. Aided by volunteers, they continue to keep Diego Garcia's station on the air.

According to Lieutenant Commander Gordon Levi, executive officer of the Naval Communications Station, there's been little augmentation. "We're handling the workload without any real change in manning, and morale is high. These men are doing a job they know is important and they can see the results."

Diego Garcia constitutes the largest current Seabee construction effort. It has more than 17 miles of roads plus warehouses, fuel tanks, permanent and temporary barracks, communications facilities, power plant and distribution system, and a 12,000-foot runway to handle anything from Navy patrol planes to jet transports. Much still remains to be done before Diego Garcia fulfills its promise of being a top-notch

New generators will provide additional power for barracks and other construction projects.

CNO Salutes Men on Diego Garcia

Admiral Thomas B. Hayward, Chief of Naval Operations, returns a salute to men on the island of Diego Garcia as he boards his aircraft following his recent visit to the 7th Fleet ships and units in the Indian Ocean. On Diego Garcia, he visited the Naval Construction Force pier construction project, the ammunition storage area and the new 1500-man camp project—three of the many construction sites on the island. He commended the 900 men of the Naval Construction Force, saying "I'm just lucky to be here today, to be able to say to you for the whole Navy and the government of the United States, that what you have accomplished has been very, very helpful, constructive and positive in the way of reinforcing our ability to have the military flexibility so necessary here."

—Photo by PHC Ken A. George.



The pier project is a mammoth undertaking. Seabees with specially required skills have been gleaned from all battalions. This mile-long jetty is supported by an estimated seven miles of concrete-filled pilings.

Part of the pier project is the petroleum, oils and lubricants (POL) pumphouse project. The pumphouse moves jet fuel, diesel fuel and regular gasoline from moored ships to storage tanks. Portions of the pumping operation are in use today and progress continues at a fast pace.

"Each crew is fully aware of its job," said Commander Herbert Lewis, commanding officer of NMCB-133, "and they take on complete responsibility for that job. All planning is shared with the troops, all the way down through the non-rated men, so they know what is expected of them and when. Sunday is the one day the men have off, but it's not unusual to find a full crew at a job site—not because they've been told to be there, but they feel it's their responsibility."

"A year ago," said Captain Block (who recently turned over his command to Captain E.J. Peltier), "if someone told me this level of activity would exist, I would have said it couldn't be done. But these men don't know when to quit. It seems an impossible job, but they're doing it."

—Story and photos by JOCS Tom Streeter

Staying In on Diego Garcia

When a sailor gets orders to Naval Support Facility Diego Garcia, he faces one year of what is possibly the most isolated and demanding duty in his Navy career.

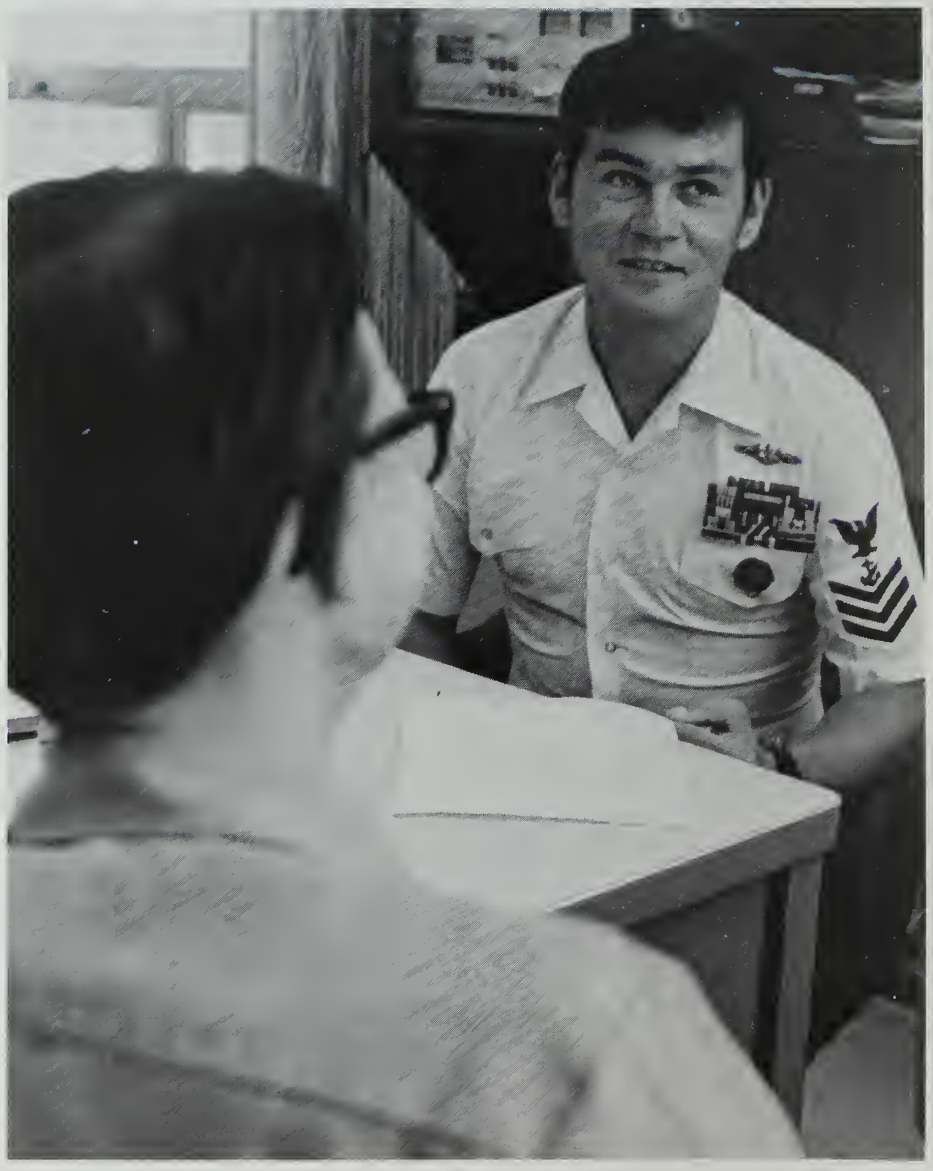
Life on this remote jungle island in the Indian Ocean is harsh and rugged. Workdays are long and the hot equatorial sun, the rain and the mud can make living conditions more than uncomfortable. There is a shortage of facilities and personnel to support all the work that has to be done.

Many junior personnel are holding down senior positions and young sailors coming to the island fresh from boot camp get a taste of Navy life they say they weren't prepared for. Even the old timers say that duty on Diego Garcia is something else. But, for some reason, they seem to like it here.

Navy Counselor First Class (NC1) John E. Taylor said that during the months of April, May and June 1980, sailors on the island were reenlisting right and left. He chalks it up to "job satisfaction."

In April, first-term reenlistments totaled 66.6 percent. In May, the figures jumped to 75 percent, and in June, reenlistments rose to an unbelievable 100 percent for both first-termers and career sailors.

—Story by JOC Ron Brewington



NC1 John Taylor, Command Career Counselor with the Naval Support Facility, helps keep them in on Diego Garcia.

NPD: A Friend Indeed

Being lost in a population of five million can overwhelm even the saltiest sailor. So when 7th Fleet sailors visit Hong Kong, the U.S. Navy Purchasing Department (NPD) there tries to give them all the help they need.

The group consists of two supply officers, a chaplain, a chief storekeeper, six postal clerks and 10 Chinese employees. NPD supports the 7th Fleet with purchase and payment services for logistics requirements.

According to Senior Chief Storekeeper Nat Brock, NPD's help begins before a ship arrives and ends only after the ship has left Hong Kong.

"First, the ship lets us know what it will need when it gets here," said Brock. "My job is to set it all up. We'll arrange for almost any type of service—from fuel, water, tugs and pilots to telephones, money exchanges, tours and even church services.

"Once the ship is in port, we go aboard to follow through on the requested services and brief the crew on the 'dos and don'ts' of Hong Kong," he said.

NPD's officer in charge, Commander R. W. Norton, explained that part of the briefing was a discussion of the Royal Navy's China Fleet Club and its services, which include display rooms where about 60 local merchants sell their goods.

"The advantage of our sales rooms to visiting sailors is that they provide safe and reliable places to shop," he said.

Merchants that NPD supports are reputable. The buyer is assured of getting genuine products, generally at a better price than merchandise sold on the streets.

Another area in which NPD serves the fleet—and dependents on leave in Hong Kong—is at the Fleet Post Office. Postal clerks usually work six days a week to keep up with the 90 tons of mail they handle per year, according to Postal Clerk First Class David Brown.

"The bulk of our business is outgoing mail," he said. "About 115,000 pounds leave our post office each year. A fair share comes from U.S. military personnel and their families sending gifts and souvenirs back home." Postal records show about 22,000 pounds of the annual load are earmarked for the 75-100 7th Fleet ships that visit Hong Kong each year.

NPD provides another important service to the fleet in its role as SOPA (Senior Officer Present Ashore) for administrative purposes. For instance, if a sailor were to miss movement of his ship because of a medical problem, NPD would help out by making sure the person got proper medical attention and was safely returned to his ship.

"If there wasn't a detachment here, most ships would be lost when they came into port," Brock said. "We realize crews come here for rest and relaxation, so we try to make things as nice as we can for them while they're in Hong Kong.

No one likes to feel lost, especially when he's trying to relax. As long as NPD is around, sailors who pull liberty in Hong Kong will never be alone.

—Story and photo, by JO1 Gary L. Martin



Fleet sailors in Hong Kong can take their choice of good merchandise and fair prices from more than 60 merchants at the Royal Navy China Fleet Club.

Speaking from Experience

Navy Senior Chief Postal Clerk Sherman Lee stands only 5 feet 2 inches, but his small, 112-pound frame is packed with ample attributes for success: concern for others, initiative, dedication, knowledge and determination. These qualities are invaluable to Lee in his job as overseas duty support specialist for the Pearl Harbor Human Resources Management Center (HRMC).

In the year and a half Lee has been involved in overseasmanship education, he has created a program of lectures, audio-visual presentations, one-on-one consultations and informal discussions.

From a dozen official and unofficial sources—ranging from the Department of Defense to the Hong Kong Tourist Association—Lee has obtained tons of literature for distribution to crews of Pacific Fleet ships deploying overseas. One wall of his office is a bookcase jammed with information American sailors need to survive in foreign ports. Other literature is stacked and catalogued in fully another half of his working space.

In the midst of the wealth of data, Lee easily uses such words as "cultural matrix" and "interrelationships"—sparingly, thank heavens—as he fields calls from "clients" and marks lecture appointments on his calendar.

It wasn't always this way for Senior Chief Sherman Lee, however. The journey he took to get to his present stage in life was long, even perilous. It was one which might not have been made by a lesser individual.

Sherman Lee was born Chiu Wang Liu, the son of a Nationalist Chinese Army officer who happened to be on the wrong side when the Communists took over the mainland in 1949. His mother died when he was a baby. In the escape from the Communists, he and his younger brother rode out of Canton in saddlebags astride his father's horse. They fled to Hong Kong, where he grew up on the streets, always on the verge of starvation.

One day, ever alert to earn money, nine-year-old Liu darted across the street to open a taxi door for an American sailor. He didn't see the other car that hit him. Police, called to the scene by the sailor, took Liu to a hospital. There, social service investigators determined that the child with the starvation-bloated stomach and mangled foot was, for all practical purposes, an orphan.

They found his father, by then near



PCCS Sherman Lee works amidst information he's anxious to share.



death from malnutrition. The father agreed that Liu and his brother should be taken to an orphanage. For two years, the British-operated, Chinese-staffed orphanage was a haven. Good food and love restored the two boys to health; subsequently, they were adopted by two separate Chinese-American families.

For Liu, now known as Sherman Lee, the promise of a new life in New York turned into a nightmare—with beatings, maltreatment and heavy



work in a laundry. He escaped to the streets, but soon found himself the subject of another social services investigation. He was sent to a foster home, but this time, he experienced the love of an elderly couple.

In the meantime, his brother, renamed Jeff Woo, enjoyed the benefits of a warm, loving family. Liu finally was able to locate his brother in Hawaii. When Jeff graduated from high school, Liu was there.

"My brother and I joined the U.S. Navy together July 13, 1966, in Honolulu," Lee said. He laughed as he remembered he almost failed the physical because of his 98-pound weight.

Lee's first enlistment was lively. There was duty aboard an aircraft carrier and a tour of Vietnam which included the Tet offensive. When he wasn't dodging mortar fire in Da Nang and Cam Ranh Bay, he drove a forklift as part of his job of keeping the fleet's mail moving. He later served a tour in Subic Bay in the Philippines, supervising seven postal clerks as section leader for the Terminal Navy Post Office.

Then, in July 1970, Sherman Lee made a major decision. "I decided the Navy offered the way of life I really wanted, so I shipped over just a few days before I was supposed to be discharged," he said.

Considered a career Navyman with this reenlistment, Lee was assigned to Japan for 18 months before a voluntary second tour to Vietnam saw him on duty in and near Saigon. There, he was advanced to petty officer first class and earned a Navy Achievement Medal. Another set of orders sent him back to the Philippines, where he met his wife, Leticia.

"I began to be interested in people programs during my second tour in the Philippines," Lee said. His enthusiasm for these programs was partly the result of counseling he sought during a period of personal problems. More than that, however, his interest stemmed from childhood—favorable memories of help from a sailor years ago, along with the love of foster parents.

"Being in human resources management is one of the best jobs you can get," he said. "It's one of the most rewarding programs for an individual who likes to work with people."

Human Resources Management



Much of Lee's work can be handled by telephone but some of it (opposite page) requires his presence as an instructor. **Right:** *Lee with his brother, Jeff Woo, president of a business services firm in Honolulu.*

(HRM) teams tackle various problems through invitational ship visits, surveys and seminars. A typical program of workshops includes subjects such as time management, management problem-solving and decision-making and leadership skills. A team's equipment ranges from the tried-and-true lecturn and course booklets to modern video tapes.

According to Lee's commanding officer, Captain Lowe H. Bibby, "Today's HRM teams work with commands to ensure a healthy approach—a strong approach—to management issues.

"This HRM concept is the end product of hard lessons we have learned. It's important to realize the business of management and leadership is an evolving process. Our challenge is to choose and use the action and methods which best meet today's needs."

Bibby likes to use the chief's overseas duty support program as an example of the evolution in HRM procedures.

"Lee is a fantastic individual," Bibby said. "He came here from duty in Hong Kong, looked around and said, essentially, 'We're not doing what we could be doing for our overseas duty support program.' When he got permission to take over our program, it was as if we'd started up a chain saw.

"The chief is also something of a one-man band, but he has the same attitude held by all members of our four HRM teams because of his training and because of his experience as a team member.

"Each of the teams here is responsible for about one-fourth of the commands at Pearl Harbor. Each team provides services to individual commanding officers and each is considered to be working for a CO when that CO requests assistance."

Like the other 34 officers and enlisted persons operating out of HRMC Pearl Harbor—and an additional 65 in detachments at Whidbey Island, Wash.; Subic Bay, R.P.; and Yokosuka, Japan—Navy Senior Chief Postal Clerk Sherman Lee represents the "new" HRM team approach.

On his frequent visits to ships, Lee conducts presentations and never forgets he's really an aid for commanding officers to use as needed.

If Lee has any complaint, it's that he "would like more commanding officers to know what we have for them. It's possible an overseas diplomacy effort may help a CO keep members of his crew from making mistakes that could get them in serious trouble.

"If I can keep one sailor out of trouble during a deployment, then the overseas duty support program has done its job."

—Story and photos by JOCS John D. Burlage





Twins in Tandem

Norfolk and the Navy

Norfolk has had its rebirth at the edge of a bulldozer's blade, its baptism from a welder's torch and its confirmation at the hands of masons. It will leave its legacy well into the 21st Century.

A growing, living city, Norfolk still retains references to its past while continuing to forge new bonds with the Navy. Like the twins they are, sharing a common heritage, the city and the senior sea service together serve their nation unselfishly.

And, yet, there are those who would malign them. So be it. Ignorance is indeed difficult to combat.

If you don't have anything in particular to do in 1982, why not give Norfolk a look? The word is going out loud and clear—you'll hear it more and more in the coming months, "Come home to Norfolk in '82!"

The rationale for using the word "home" in this context is quite simple: Sailors on returning ships don't head for the States, or for CONUS, or any such general place—they're coming home and Norfolk is home for a large portion of the U.S. Navy.

"What we're trying to do," said Norfolk's Mayor Vincent Thomas, "is get the 'Old Navy' to come back and look at the 'New Norfolk'.

"We want the Tricentennial Committee to run a year-long reunion of naval associations and groups as part of the celebration. We're going to have a heavy naval component as part of our Tricentennial."

Some would think that asking old sailors to return to Norfolk is like asking coal miners to revisit Newcastle. Not so. Sailors and the city go hand in hand—sort of like twins in tandem—and they've been that way ever since the Tidewater city blossomed into its own during the World War II years. Today, it ranks on a par with San Diego in active duty Navy population figures. About 90,000 Navy people are stationed in the Tidewater area, as against a similar figure for San Diego. That's only the tip of the iceberg.

The total Navy "family" in Tidewater—Norfolk, Virginia Beach, Portsmouth, the Peninsula, and Chesapeake—peaks at 424,152. Another segment of that "family," civilian employees, total about 38,000, retired military adds up to 18,000 and retired civil service people number about 19,000. Add to this 33,000 military families and dependents of civil service people and you've just passed the half-million mark.

By way of dollars, the economic impact surpasses $1.8 billion a year in payroll alone; goods and services such as ship construction and anything from utilities to local purchase contracts, and another $1.5 billion is put into the economic till. Norfolk is just plain big and, like Topsy, it's growing every day.

Still, figures are misleading; they hardly tell a story or reflect the thinking of Norfolk's citizens or its naval transients. One has to get out and look the city over in order to get a feel for things and an idea as to just where the town is heading.

For one thing, Norfolk isn't looking backward; it's only looking at the future and that is full of promise even in these uncertain financial times. The Chamber of Commerce has come up with a new logo which states, "We've got a good thing growing—Norfolk Navy." Those aren't just nice words surrounding a pretty picture.

For one thing, as the mayor said, "We're going to have the kind of a downtown sailors are used to in their favorite cities. It will have the spectrum of entertainment that will *bring* them downtown."

Two things stand out immediately:

- The waterfront area is in for still another facelift. The developer who was the driving force behind Boston's recent renewal and, still more recently, Baltimore's Harborplace, will create the Urban Waterfront Market in the

Norfolk views—The carrier USS Nimitz *(CVN 68) returns to its pier at the naval station; bus transportation is the sailor's link with the city; and the overhead walkway between the Omni and the financial buildings.*

Photos by PH2 Bob Hamilton




2 NAVAL BASE
RRUMMAN
433
JUICY SOUND



Twins in Tandem







Top, center: *Scope, the city's convention center;* **top, left:** *Rev. Joel Morgan greets one of his parishioners; and* **above:** *King Neptune VII at the Virginia Beach Neptune Festival.*

area of the old ferry slip, adjacent to the city's financial area. This promises to be a huge tourist attraction which should be ready for use by the time the Tricentennial rolls around.

• Another attraction, this one more educational in nature, is the planned Cousteau Ocean Center, to be the world headquarters for the Jacques Cousteau organization.

"As part of the waterfront's development," said Mayor Thomas, the Ocean Center will be a major tourist, entertainment and educational facility, dealing with the ecology and development of the world's oceans."

New hotels and other enterprises to bolster the first-class facilities already in operation in the downtown area are planned to handle the influx of visitors the city expects to attend its 300th birthday events. Norfolk is gearing up for a year-long party and sights are set to make that a gigantic success.

Pointing the way toward success in '82 are tried and true events of the recent past which are becoming more and more popular with each happening. The second Harborfest this past May was attended by approximately 250,000 visitors. City fathers are quick to point out that it is difficult at times to determine who among the strollers are one-time, in-for-the-week visitors, and who constitute the residents, especially in a Navy town. Still, the five-day event—from water shows to lobster and shrimp feasts—is becoming an enormous attraction for visitors. Another water event was completed in early October—the second annual Norfolk International In-The-Water Boat Show, which is fast stealing the thunder of other boat shows along the coast such as that held at Annapolis, Md. And, of course, there's the annual Spring rite—a tribute to NATO, and sponsored by the Chamber and the city—the International Azalea Festival, held in late April at the Gardens-By-The-Sea. (For "Old Navy," it was originally called Azalea Gardens.)

It's difficult to separate Virginia Beach from Norfolk when speaking of the region. This past September, Captain Danny J. Michaels, a former commanding officer of the Oceana Naval Air Station, reigned as King Neptune VII at the 1980 Virginia Beach Neptune Festival. That was the first time that a member of the military was selected for the honor. Michaels wasn't named just to fill a slot; his selection by the Virginia Beach Chamber of Commerce was yet another instance where the civilian community reached out and recognized the Navy in the area.

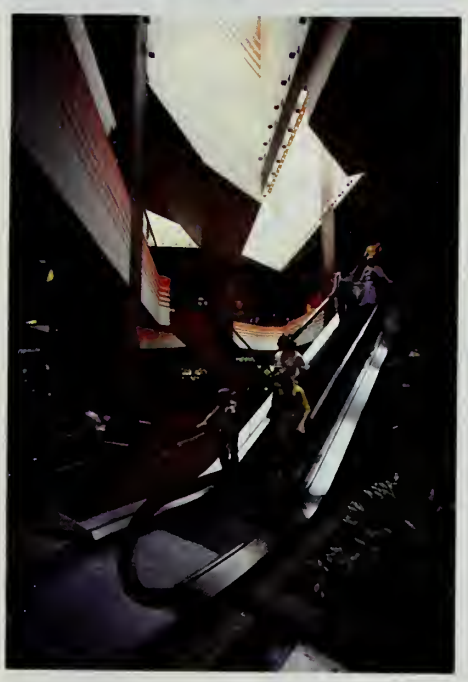
Norfolk, actually the whole area, became victim of bad press last August. A major metropolitan daily "up north" hit on an old survey run by another newspaper well known in Navy circles and reported it as a stellar news event. The newspaper articles repeated the old lines like there being too much military in Norfolk, which makes one wonder what there's too much of in towns like Wilmington, Del., or Rochester, N.Y., to say nothing of Hartford, Conn. Other comments were







Above: *Early morning traffic enters Gate 2;* **left:** *spectators at the Neptune Festival; and* **below:** *Hampton's New Market North Shopping Center.*



that there are too many ships and too many people—in New Ycrk there are too many taxi cabs and, again, too many people. But the line that really hurt was the one that said local people are cold and indifferent toward Navy people.

Cold? Spend a few days in the town and you take some things for granted. "Have a nice day," is echoed in practically every store by the sales help and those people don't even own the businesses. Indifferent? Talk with Jim Bryan of the Better Business Bureau or Bill Jonak of the Chamber of Commerce and you'll learn that Norfolk would revert to being a small fishing village in pretty short order if the twins in tandem—Navy and Norfolk—ever split company. Remember, we said the economic impact is better than $3 billion a year. Some towns in New England should be so lucky.

"There's no negative feeling here," said Jonak. "You're not going to find a businessman saying 'We don't want a sailor coming into our establishment'."

About the Navy people, Bryan said, "Those people represent a lot of spending within the community—several millions of dollars in payroll alone. . . The Better Business Bureau is pleased to help Navy people anyway we can. Those people mean a great deal to our economy."

Another Chamber of Commerce member, Buddy Watson, who is also chairman of the group's Armed Forces Committee, said that there's no doubt that a lot of military people don't care for Norfolk but they don't speak for the majority. "I've talked to a young Marine—an E-4—who told me, no, he doesn't like being in Norfolk. He'd rather be back home. But that Marine was mature enough to also state that, since he couldn't be back home, Norfolk wasn't such a bad place to be."

Mayor Thomas and members of Norfolk's Chamber of Commerce rather felt like they were dealt a bad hand and that much of the bad press is the result of things not "being balanced". Things like that usually happen when a reporter sails into town with fixed notions and ideas; "writing" the story is just so much filling in the blanks.

"Talk to a teen-ager," the mayor said, "and you get a teen-ager's idea of life in Norfolk."

Then, the mayor echoed a thought which one hears throughout the area: "If Norfolk is such a bad place to live, how come so many retirees come back here to live?" Which can be answered by still another question: Can thousands of people be wrong?

One doesn't have to go far to get the

retirees' viewpoint; Ocean View's Branch 60 of the Fleet Reserve Association is good for a start. A good majority of that branch's membership (FRA is a worldwide organization with more than 350 branches) is made up of retired Navy people and Marines.

Anger is hardly the reaction of Branch 60 members to reports circulating that Norfolk is the pits. Rather, the immediate reaction is a quizzical look, a shake of the head, and the exclamation, "Not that, again!" These people have heard it all time and again—everything from the derogatory remarks to the bit about sailors and man's best friend keeping off the grass. Like sea stories, they're repeated from one generation to the next, embellished with each retelling, and the newest generation always figures it heard it first.

For the majority of retirees, like those at Branch 60, Norfolk was the logical place to return after retirement. "Let's face it," one said, "the jobs are here and the living isn't as expensive as some other places. Besides, we all have something in common; we've shared something in the past and we have a bond."

As if to prove it, a visitor, one evening, happened to mention "The R4D's on the ice" and before you could order a cool one, three other guys in the room "had been there"—the Antarctic. Mention an R4D in Denver and six people will tell you where you can catch that bus.

Not readily visible, at least to the person making a hit and run visit, is Norfolk's ongoing concern with regard to its relations with the Navy, especially the thousands of shipboard personnel who come in contact with the city. In 1975 the Armed Forces Committee of the Chamber of Commerce executed a survey of services and needs specifically addressed to Navy personnel—those at the Naval Station, the Naval Air Station, Little Creek and, particularly, those aboard ships. One of the areas found wanting was bus transportation. Unlike many such surveys which seem at times to be









Below: *Businesses and shoppers alike get a fair shake from the local Better Business Bureau;* **bottom:** *Tidewater is a fisherman's paradise;* **right:** *recreation abounds; and* **bottom right:** *new construction tells of the city's rebirth.*

shoved to the back of a drawer, the committee accomplished another survey in 1980 and compared it to the one five years earlier. Improvement was shown in several areas, especially in communications between the city and Navy people. But, the transportation question had not, for some unexplained reason, really improved. The Navy people who were new to town and didn't know their way around, still found the bus service to be a mystery.

"Our transportation people may have gotten kind of lax the past few years," was the conclusion of Watson and others. "Now they're putting up direction signs at the bus shelters on base, showing how to get about town by bus." A small concern, perhaps, but one that's been addressed.

"And, we've changed our whole approach and we've gotten away from the cocktail parties for senior officers," Watson added, explaining another direction taken by the Armed Forces Committee. "Now, we look at how to address a specific problem of enlisted personnel, such as the transit system.

"This doesn't mean that programs for officers are out in the cold; they're continuing. But city officials are trying to expand their approach, their outreach."

Some of that outreach centers on the Sailor of the Quarter and Sailor of the Year programs (including the Navy Day luncheon) and how the Chamber and its Armed Forces Committee recognize top performing individuals. Vanessa Ward said, "Our hospitality committee goes to the base and makes presentations to these people—whether it be a mace (a stickpin copy of the city's solid silver mace dating back to pre-Revolutionary War days) or an enscribed plaque. The winners get a lunch at the Omni—Norfolk's top hotel—or even a week's stay there, depending upon the title won.

"These are outstanding military people and we want to recognize their effort," said Ward.

Another segment of the city's concern, especially for young enlisted people, deals primarily with shipboard personnel, since many do not have families in the area. "Last year, on December 12, we had 65 young enlisted people invited to civilian homes for dinner. This, for lack of a better name, is our Christmas Dinner Program. It was so successful and enjoyed so by our guests, that we'll probably expand it to 200 this year," said Watson. "And we've expanded it to include Thanksgiving."

There's concern which is shown all year long. Watson, who also works with the Navy "Y" out in Ocean View, spoke of his concern for "the good kids," who spend their evenings at the "Y", ignoring the cheap bars which occupy the same area. These guys are hardly considered goody-goodies, the clipjoints just have no appeal to many of today's young people.

The BBB's Jim Bryan wonders, as well, about the young Navy people who are forced to use Ocean View as their stomping ground. He wonders as an adult in his 40s, what appeal this area has to some. He wonders, too, about their lifestyle and what the business community can do to turn things around for them.

One of these days, Bryan states, he's going to find out: He wants to get into a pair of old blue jeans and leather jacket and tour those bars and clipjoints in company with senior Navy officers dressed the same way. He wants to know what it's like to nurse a couple of beers and feed pinball machines with just the small amount of cash he'll have on him that night. In other words, he's not about to knock a way of life until he's walked a mile in another man's shoes. One half of a person's concern, it seems, should be made up by education.

Trouble, right here in River City? Well, maybe. But Chamber members are quick to point out that fraternity homes along Norfolk's Colonial Avenue aren't exactly nunneries, either.

Concern, too, is shown often when city officials meet ships returning from deployment. This has been going on for the past 20 years. Six months is the cut-off; otherwise they'd be running themselves ragged greeting every tug that made a round-trip to Portsmouth. Largest turnout recently by the city was when the Indian Ocean Battle Group returned. It's the city's way of saying, "Glad to have you home, again."

With concern comes involvement. Last August, the business community helped out the Navy when the nuclear cruisers USS *Texas* (CGN 39) and USS

Norfolk boasts of some of the finest shopping centers in the nation.



Arkansas (CGN 41)—recently commissioned—met on the field of combat, in flag football. The Chamber of Commerce arranged with Norview High School to furnish their stadium for the night game. The school furnished—free of charge—the stadium, time clock, lights and the like; hotel operators, on one day's notice, put up visiting cheerleaders from the universities of Texas and Arkansas. Although the 1,400 spectators looked small in the 12,500-seat stadium, their cheers helped make the difference; some of those cheers, no doubt, were for the local community.

Okay, everyone admits that Norfolk is growing and growing for the better. Still, Ocean View remains the spot that concerns all. The third class petty officer who lives there with a wife and baby has the outright empathy of everyone. All know that life for that sort of man is no picnic and the life of a seaman in similar straits has got to be the worst, pay raise or no pay raise. Rome wasn't built in a day and Norfolk has no illusions about Ocean View.

"Little by little," said the Chamber's executive director, James Fairchild, "we'll pull out the bar strips. . . It's fairly clean except for that."

Ocean View is still considered a family beach and, despite the rag-tag look of some of the property there, no one is knocking the swimming. That area, in fact, was once the city's resort and it would delight all concerned if Ocean View could return to that way of life.

Come Home in '82. To what? To a new city. One that's had a rebirth and has brought about some definite, lasting changes. For instance:

- If you are looking for East Main Street, forget it; it is no more.
- If you remember the honky-tonks and the girly joints of yesteryear, forget them, too. The police got tough (as the mayor said, "I suspect police get tough when tough is called for") and shut most of them down. There are only a couple of streets down by the water with sleezy bars, but most look like they're having trouble meeting last month's rent.
- There's a hallmark of a building in town called Scope—named after the kaleidoscope because of the ever changing events which take place there. It's Norfolk's multifaceted convention and cultural center.
- Then there's the Chrysler Museum on Olney Road, built in 1971 to house the art collection of Walter P. Chrysler Jr., and since expanded to house the Norfolk Museum (founded in 1933).
- The MacArthur Memorial, hard by City Hall and the financial district.
- For theater, and similar entertainment, there are places like NARO, the Wells, the Virginia Opera and the Virginia Philharmonic—all giving voice to the fact that the "New Norfolk" is something to be heard as well as seen.
- In recent years, Hampton Boulevard has had a facelift comparable to the downtown area. Gone are the bar strips and associated clip-joints; only well-kept roads and grass lie adjacent to the main gate of the station.
- Navy housing has sprung up at several locations, all the way to Virginia Beach—5,680 units, along with 96 mobile home sites. Ben Moreell Housing is no longer the only housing available in the area and, in fact, Ben Moreell is undergoing a major repair evolution. Only the outer walls remain, everything else has been updated and renovated, from kitchen cabinets to major alterations of rooms within each unit.

Before one thinks that all of Norfolk's changes came about overnight, it should be remembered that the city's renewal—again, rebirth—came about in the early '60s, perhaps even before that. Among the earlier changes was the overhaul of lower Granby Street into a modern, traffic-free shoppers' mall. The Golden Triangle Hotel—now the Holiday Inn Scope adjacent to Scope itself—was one of the earlier pieces of new construction followed in short order by the rebuilding of much of the waterfront, and the building of the Omni, along with the complex of new office buildings in the vicinity of City Hall.

Some old-time edifices held out, retaining links with the past, notably St.

In the financial district, walkways connect the various buildings.



Paul's Episcopal Church, complete with Lord Dunmore's cannonball lodged near it's roof. Back in the American Revolution, little remained after the burning of Norfolk by the British except St. Paul's and Dunmore's cannonball.

Today, for those who haven't viewed this Navy town in decades, there are wide expressways leading to and from the downtown-waterfront area. These ribbons of concrete retain their old names, adding only an occasional route number: Virginia Beach Boulevard still exists, so do Brambleton Avenue, Princess Anne Road and others. One has to look down to see Berkeley, however; they built an expressway over it.

Norfolk's residents—the locals—love their town. People like Ann Reid of the Convention and Visitor's Bureau, speak of the town with an enthusiasm which is hard to dampen. Sure, promoting Norfolk is her job but Ann relishes talking about Norfolk. She'll tell you of the discos, the theaters and the other night life that everyone enjoys—especially the single guys from the ships.

Ann practically insists that visitors stop by Doumar's on 19th and Monticello and sample the ice cream cones, the making of which date back to the St. Louis Exposition of 1904, some would even say the Holy Land as well. But that's a still longer story.

The man who operates the machine is actually older than the apparatus —80-year-old George Doumar, late of Ocean View and later, still, of New York's Coney Island. The St. Louis machines came to Norfolk with the Jamestown Exposition (the buildings of which today dot the Naval Station) and the Doumars started in business in Tidewater about 1914. Upshot of this disjointed tale—taken out of context from one that's a history in itself—is that Doumars is now a popular drive-in, a throwback to the 1950's, with George thrown in as well. Most days, customers watch fascinated as George operates his machine, making cones which only your grandmother would dimly remember. The banter and antics, we're told, are something else.

Want to see a top Broadway show? Hey, Norfolk's got them at Chrysler Hall. Want a close up look at the harbor you may not have seen in years? Try the *Carrie B.* and get a passing look at Jacques Cousteau's *Calypso*. Ann's list is almost endless.

While some in Norfolk fume that "This place is the pits," many others rank it on a higher scale. It may not be John Denver's idea of "almost heaven" but, for thousands, it comes pretty close. And there's an interchange between Navy people and local residents.

One would expect a minister in a Navy town to say, "I can tell you immediately that this church could not survive without Navy people." But the straightforward way the Rev. Joel Morgan of Norview Baptist Church puts that statement, can turn a doubter into a believer.

The pastor and his assistant, the Rev. Hal Whitley, make no bones about the caliber of Navy people who serve their church. "If the Navy had not brought these people to us," said Morgan, "we would not have had such resourceful people available to us. They're disciplined in their living which is an important factor in Christian life.

"For that matter," he adds, "discipline enters life wherever you go, whether it's working or serving in the church or the secular world."

Norview Baptist's 1,200-member congregation includes a healthy dose of Navy people—ranging about 15 to 20 percent of the total. They take an active role in church work, classes, Bible study and serve, as well, on committees and work groups. Certain of them, like retired Navyman Iver Jones—who manages the church's property—work with the church full-time, do not accept a cent in pay, and live only on their Navy retirement. "He hasn't accepted any other job," said Morgan, "he just made himself available to us."

Navy wives are active members of the church's family and one serves as the secretary, as have many in the past.

Employment for wives, it has been said, erroneously, is almost nil in Norfolk. Don't believe that. The fact is, if a woman—Navy wife or not—has "marketable" skills, Norfolk has the jobs. Right now, the employment picture heavily favors women with secretarial or health-care skills; if they're capable, being a Navy wife is no hindrance. In fact, the business community has come to learn that these women are reliable and dedicated. Two examples, top drawer but examples nonetheless, are Peg Snyder and Chris Williams.

Peg is on the staff of the Better Business Bureau and is the Bureau's contact with more than 300 Navy Ombudsmen in the Tidewater area. She accepts calls at work and at home—at all hours—from ombudsmen seeking advice. Like some Navy women looking for a job, she visited Jim Bryan's office one day. She was hired on the spot; she had the skills the BBB wanted. The fact that Peg was a former ombudsman for the USS *Charleston* (LKA 113) didn't mar the picture.

Chris Williams is a bank officer for United Virginia, the state's largest bank. A Navy wife for 25 years, she hardly thinks of her service connection as an impediment to employment. "Sometimes Navy people come into the bank and say they've been discriminated against," said Chris. "I like to hear that now and then—it gives me an opportunity to introduce myself as a Navy wife and help set the record straight. I know both sides of the story; I know the spectrum.

"Usually, the trouble stems from cashing a check and it's easily straightened out. There's no such thing in our business community as discriminating against Navy people—that's ridiculous."

To which Venessa Ward added, "The Navy I.D. Card is practically the only identification needed in this town. With it, doors are opened."

And Norfolk is opening its doors real wide, especially in 1982. The invitation is extended to all: "Come Home to Norfolk in '82."

You say you forgot your I.D. Card? Tell them All Hands sent you.—*JFC*

Heritage - Fore & Aft

USS Samuel Eliot (FFG 13)















Boston's historic Charlestown Navy Yard was the setting for the commissioning of the Navy's seventh *Oliver Hazard Perry*-class guided missile frigate, USS *Samuel Eliot Morison* (FFG 13), on Oct. 11.

The contrast between the Navy's newest commissioned frigate berthed aft of the world's oldest commissioned frigate provided a historic setting significant in honoring Rear Admiral Samuel Eliot Morison, USNR (1887-1976).

A native of Boston, this legendary sailor and scholar was an internationally acclaimed naval historian and a recipient of two Pulitzer prizes for his literary accomplishments.

The ship's motto, "The past is prologue," embodies the admiral's spirit, character and penchant for history.

—Photos by PH1 Jim Preston



Bearings

Computer Whiz Honored

Not many naval officers dine with the king and queen of Sweden but Captain Grace M. Hopper did and she took it in stride. The captain is an internationally acclaimed computer scientist and a special advisor to the Commander, Naval Data Automation Command. She was invited to Sweden to receive an honorary doctorate in engineering from Linkoping University.

In a deviation from policy, the Swedish government permitted Hopper to wear her uniform during the presentation ceremonies. Sweden is a neutral country and foreign visitors usually are not allowed to wear military uniforms.

In another ceremony conducted in Lewisburg, Pa., Bucknell University awarded Hopper an honorary degree—this one a doctor of science. In a letter to Hopper, Bucknell's president said, "Your pioneering contributions to the development of computer systems and computer programming have won for you an international reputation and the respect of all who honor excellence."



Hopper, who is credited with developing the COBOL computer language, has been on active duty since 1944. The 72-year old captain is the second oldest person on active duty in the Navy.

Capt. Grace Hopper receives an honorary doctorate from Dr. Kjell-ove Widman of Sweden's Linkoping University. Photo by Arne Gustafson, Studio Ostgota-bild, Linkoping, Sweden, (c) 1980.

Plane Captain's Day Begins Before Dawn



It's 4 a.m.—the time when most people are asleep—but for Aviation Structural Mechanic Third Class Deborah Abdella, the day is almost half over. Abdella is a plane captain for a C-9B aircraft and she's been at work for three hours preparing the big fanjet for a 6 a.m. flight.

A member of Fleet Logistic Support Squadron 56 (VR-56) stationed at NAS Norfolk, Abdella is the first female C-9B plane captain in the squadron. Servicing a C-9 can be pretty physical but that's what Abdella likes about her plane duties.

"You get a lot of exercise in this job, but that's good," she said as she disconnected a heavy fuel hose and dragged it to the tanker truck.

Abdella likes her job with VR-56 because, she says, it also gives her an opportunity to travel and meet new people. She has been with the squadron since 1979 and has worked on helicopters and A-7s. "I was a plane captain for an A-7, too," she said.

Abdella dreams of becoming an interior designer someday but the chance to travel is what attracted her to the Naval Reserve. "I wanted to see more of the country than Matherville, Ill.," she said, "so I enlisted."

From plane captain to interior designer? Well, maybe, but for now Abdella is content wrestling with big jets rather than floorplans.

—Story by Linda Fentress
—Photo by PH1 Henry Hensel

Mmm - Good

The 1980 Captain Edward F. Ney Memorial Awards competition for outstanding food service officially ended with the presentation of awards at the annual convention of the International Food Service Executives Association in Los Angeles. Representatives from the six Navy enlisted dining facilities judged as being the best in the Navy attended.

The 1980 Ney Award winners are USS *John F. Kennedy* (CV 67), aircraft carrier division; USS *L. Y. Spear* (AS 36), large afloat division; USS *Hepburn* (FF 1055), medium afloat; USS *Esteem* (MSO 438), small afloat; NAS Whidbey Island, large ashore, and Naval Weapons Station Charleston, small ashore division.

Assistant Secretary of the Navy Joseph A. Doyle praised the winners and the Ney awards program for promoting excellence in Navy food service and improving food service throughout the fleet.

As a special treat, representatives from the first, second and third place Ney Award recipients were participants at a two-week course in advanced culinary skills at the Cornell University School of Hotel Administration in Ithaca, N.Y. Under the watchful eyes of Cornell professors, Navy mess management specialists had hands-on instruction in various phases of the food service industry from menu planning to ice carving. Preparation of a full course soup-to-nuts dinner and graduation ceremonies capped the course.



Mess Management Specialists B. Ortega, R.A. Quiambao, C.F. Still and J.E. Williams display their culinary skill.

Carnival with a Twist

The staff of Cruiser-Destroyer Group One played host to more than 4,000 Navy personnel, and their dependents, from 18 ships at the second annual ComCruDesGru One Sports Carnival in San Diego. Contestants took part in traditional events such as basketball, golf, volleyball, tug-of-war and horseshoes. But this carnival had some new twists—competition in knot tying, pipe patching, cake baking and telling the best sea story.

Dependents and guests participated in events such as frisbee throwing, distance runs and three legged races.

Overall winner of the Navy competition was USS *Dixie* (AD 14), with USS *Long Beach* (CGN 9) second and USS *Halsey* (CG 23) third.



Cake baking: Almost as much fun as telling sea stories.

Bearings

Recruiter Advanced Under New Program



Chief Missile Technician Daniel E. DeLong receives help donning his newly acquired Chief's hat from Rear Admiral Floyd H. Miller. Assisting are Commander Daniel G. Kauffman, Commanding Officer, Navy Recruiting District, Michigan, and Master Chief Charles A. Solis, Chief Recruiter of NRD Michigan. Photo by PH1 Don Sallee.

Missile Technician First Class Daniel E. DeLong of Navy Recruiting Station Monroe, Michigan, was the first of 12 recruiters to receive meritorious advancement under the Navy's new Recruiter Incentive Program. He was advanced to Chief Petty Officer in October 1980 by Rear Admiral Floyd H. Miller, Commander Navy Recruiting Command.

Known as the Freeman Plan, named after Rear Admiral D. L. Freeman who helped develop an equitable incentive package for recruiters, the Recruiter Incentive Program requires a minimum of 12 months of superior recruiting performance for an individual to qualify for an award.

"We designed the plan to increase the productivity of recruiters and to recognize recruiters with above average productivity through an ascending order of awards. The plan also encourages quality recruiting by awarding more points for better qualified applicants," said Admiral Freeman.

Chief DeLong was selected for advancement on the basis of his standing among other recruiters for the 12-month period ending September 30. He accumulated 7,864 points for 83 new contracts, which equates to 352 man-years for the Navy.

Other recruiters who were meritoriously advanced were Chief Aviation Machinist's Mate B.R. Morgan, Michigan district; Chief Navy Counselor M.E. Caymol, Columbia district; Senior Chief Aviation Structural Mechanic G.D. Goodlet, Nashville district; Radioman First Class J. Jackson, Memphis district; Chief Aviation Maintenance Administrationman H.M. Booker, Cleveland district; Chief Navy Counselor R.L. Settle, Dallas district; Chief Machinery Repairman F.L. Cousins, Seattle district; Chief Aviation Support Equipment Technician J.H. Scott, Chief Yeoman L.G. Dougherty, and Chief Electronics Technician A.O. Wentzel of San Diego district; and Chief Ship's Serviceman H.E. Durzewski Jr., Buffalo district.

In vying for awards, the only competition recruiters face is in the area of their own productivity. Production points are determined by the number and quality of new applicants recruiters enlist per month. The Freeman Plan credits more points by directing efforts toward outstanding prospects than by trying to enlist a greater number of less qualified persons.

Recruiting duty is not for everybody, but the Recruiting Command needs ambitious Navy men and women, officer and enlisted, to volunteer for recruiting duty. The job requires a positive attitude, enthusiasm, an ability to talk to people about Navy opportunities, and dedication. Recruiting young people into the Navy can be one of the most rewarding jobs a Navy person can fill. Now, in addition to taking pride in an important job and receiving great self-satisfaction in a job well done, recruiters also have an opportunity to earn meritorious advancement plus other awards through the Freeman Plan.

A Different Cruise

Midshipmen from Northwestern University Naval ROTC unit participated recently in a unique cruise on Lake Michigan. The Marine Navigation and Training Association, a group of Chicago businessmen, hosted midshipmen and NROTC staff members aboard the *Manatra II*, a former Coast Guard cutter owned by the association.

The seven-hour training cruise, which departed from Great Lakes Naval Training Center, included various drills and training exercises. Midshipmen stood various watches aboard the ship.

The *Manatra II* owned solely by members of the Marine Navigation and Training Association, is primarily operated throughout the year to train Navy League Sea Cadets and Sea Explorers.

Worden Moves to Pearl

After nearly nine years operating out of Yokosuka, Japan, the guided missile cruiser USS *Worden* (CG 18), this September, pulled into Pearl Harbor, Hawaii, its new home port. The ship will undergo a major overhaul and refit; *Worden* is the last ship of its class to get extensive modernization of its combat systems.

Commissioned as a guided missile frigate in 1963, *Worden* served with the Seventh Fleet under the Navy's Overseas Family Residency Program since 1971. During its first two years overseas, *Worden* steamed nearly 150,000 miles in support of combat operations off the coast of Vietnam. Participating in numerous exercises, *Worden* supported carrier operations and conducted search and rescue missions. At the end of the U.S. involvement in Vietnam, *Worden* served as one of the evacuation ships.

In 1975, *Worden's* designation was changed from guided missile frigate (DLG 18) to guided missile cruiser (CG 18).

Following an 11-month overhaul, *Worden* rejoined the Seventh Fleet and took part in several joint exercises with foreign navies.

Before coming to Pearl Harbor, *Worden* deployed to the Indian Ocean. The ship and its 370-man crew steamed more than 28,000 miles, spending only 13 of its 115-day deployment in port.

On the homeward journey, the crew wasn't alone. The ship sponsored a "tiger" cruise for family members and relatives. When crew members and "tigers" arrived at their new home port, they gave notice: flying a 192-foot pennant from its mast, *Worden* came to Pearl Harbor with a foot of flag for every officer and enlisted crewman aboard who had been with the ship for more than nine months during its overseas deployment.

Among *Worden's* accomplishments are two citations for the Navy's Humanitarian Service awards, two Battle "E" Efficiency awards, Meritorious Unit commendation, Armed Forces Expeditionary medal, Vietnam Service and Campaign medals.

The ship is commanded by Captain Carl A. Nelson.

Mine Force Moves In

The harbor of Charleston, S.C. had been mined by enemy units. A naval force with more than 2,000 officers and men moved in to clear the way for bottled up fleet units.

Although the setting could have been from a Hollywood epic, the scenario is from Solid Shield '80, which included the largest mine-countermeasure rehearsal conducted by U.S. forces since World War II.

Led by Commander, Mine Squadron 12—Captain C.R. Christensen—ocean minesweepers, minesweeping boats, divers and support units successfully cleared the harbor of "enemy" mines during the 18-day exercise. But, most importantly, according to Christensen, "the rehearsal was probably one of the finest assessments of our Navy's countermine capability in at least two decades."

The exercise also showed that mine warfare, used effectively as long ago as the Civil War, continues to be a potent force.

Today's Navy has only two existing mine squadrons, made up of 25 wooden hulled vessels supported by coastal and harbor vessels. Both of these squadrons were transitioned into the Naval Reserve Force between 1969 and 1972.

The squadrons, one each on the East and West coasts, have a total manpower of about 2,200 officers and men. That number is almost equally divided between active duty and reserve personnel.

Commander Charles S. Davis, creator of the mining scenario used in Solid Shield 80, and also the commander of Mine Division 121, said of the mine force's transition to the Reserve Force: "Because of the extremely old equipment aboard our ships, it may have been the Mine Force's luckiest stroke. It saved these ships from the boneyard and retained many veteran reserve petty officers capable of operating and maintaining the gear."

—By LCDR A.T. Hamilton




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USS Peleliu

The Odyssey Continues

USS *Peleliu* (LHA 5), the first ship to carry the name of the World War II South Pacific battle of Peleliu, was commissioned in Pascagoula, Miss., May 3, 1980. It was a beginning—as all commissionings are—for this fifth and last of a class of warships designed to provide a new concept in amphibious warfare.

For a handful of crew members, however, their odyssey with *Peleliu* began long before commissioning. It was Oct. 1, 1979 when Captain Thomas P. Scott, commanding officer, established the precommissioning detail at Fleet Training Center, Naval Station San Diego. It marked the beginning of months filled with long hours, hard work, excitement and comradery for the 729 sailors who would serve on *Peleliu*.

In mid-October, the skipper led the way to Pascagoula, Miss. (where LHA-5 had been under construction since November 1976) to establish *Peleliu's* on-site precommissioning unit and prepare for the first contingent of crew members. *Peleliu's* executive officer, Commander Paul E. Guay, remained in San Diego to head up the precommissioning detail.

As more people checked into precom San Diego, the training program gained momentum. Crew members were required to take general damage control and general firefighting courses. Then, depending on job assignment and rating, more specialized courses were scheduled. No matter what a crew member's job was to be, the objective remained constant: prepare each individual to serve aboard *Peleliu*, the newest, most sophisticated and versatile amphibious assault ship in the fleet.

Upon completion of training in San Diego, crew members journeyed to Pascagoula, where *Peleliu* was then in the final stages of fitting out. By April, the entire ship's company had moved aboard and the final countdown to commissioning had begun. Activity throughout the ship and in the yard reached a feverish pitch as crew members worked to ready *Peleliu*. The term "shipmate" took on a new meaning as the crew proudly brought the ship around to make it ready for the fleet.

May 3 arrived sunny and clear—and *Peleliu* was ready. Chief of Naval Operations Admiral Thomas B. Hayward was principal speaker; Mrs. Hayward was the sponsor. Other distinguished guests included Arthur J. Jackson and Everett P. Pope, U.S. Marine Corps Medal of Honor winners from the Battle of Peleliu, and Charles H. Matsutaro, representative of Peleliu's Chief Isao Obak and the people of Peleliu Island. The ship's crew that had worked and trained so hard



Left: *Peleliu departs Miraflores Lock, in the Panama Canal. Photo by PH3 Joe A. Kalentkowski.* **Right:** *Peleliu arrives at NAS North Island. Photo by PH3 Keith Halstead.*

USS Peleliu

now became plank owners—members of an exclusive group limited solely to ships' commissioning crews.

And then, it was May 13, *Peleliu* and its crew were at sea—many for the first time. Also aboard was a composite Marine Corps Helicopter Detachment: CH-53, CH-46, and UH-IN aircraft and Marines from HMH-361, HMM-163 and HML-167. Flight operations were conducted frequently during transit and the ship's 500th landing—with an HMM-163 CH-46—was logged on May 30.

On May 17, *Peleliu* arrived in Colon, Panama, to begin unrigging for transit through the Panama Canal. On May 20, with 600 visitors aboard (employees of the Panama Canal Commission and members or dependents of U.S. military activities in Panama), *Peleliu* departed Colon early in the morning.

The ship's beam of 106 feet left little clearance in passing through canal locks as narrow as 107 feet. However, cooperation was the byword and 12 hours later, *Peleliu* tied up in Balboa, on the Pacific side of the canal, with her new "ditch-digger" crew.

After five days of rerigging, the ship departed Balboa and entered her Pacific homewaters. One hour out, LHA-5 conducted flight operations with UH-1H, OH-58 and CH-47 helicopters of the U.S. Army's Panama-based 210th Aviation Battalion. The Army crews obtained some rare shipboard recovery and launch experience and the evolution went on without a hitch.

The second day out of Balboa, *Peleliu* entered the watery domain of Neptunus Rex. On May 28, the amphib's hardy but green pollywogs were initiated into the Society of Shellbacks. The "certification" was followed by a barbecue on the flight deck. By the end of the day, the ship had assumed a northerly course away from the equator for Mazatlan, Mexico. At that point, it claimed the record for the shortest period between commissioning and crossing the line: 25 days.

Mazatlan provided a welcome respite for the crew who enjoyed four days of sun, relaxation and recreation. Then, it was June 7 and *Peleliu* was en route to San Diego.

Most of the events that the newly-commissioned amphib and her crew







had participated in during this initial transit were "firsts"—and the underway replenishment with USNS *Taluga* (TAO 62) was no exception. At a June 8 rendezvous off the coast of Baja, California, *Taluga* pumped more than 600,000 gallons of diesel fuel, marine plus an additional 100,000 gallons of JP-5 before the two ships separated.

On June 10, *Peleliu* arrived at NAS North Island. On June 11, more than 600 guests (dependents of the crew and members of various civic organizations) embarked in *Peleliu* for Long Beach. During the eight-hour transit, the guests enjoyed a hearty breakfast and lunch, a talent show and some sunning on the flight deck.

The long journey was coming to an end; *Peleliu* arrived in her new homeport of Long Beach on the afternoon of June 11. But the end of this journey also marked a beginning—the beginning of duty with the Pacific Fleet for LHA-5's enthusiastic and dedicated crew. And so, *Peleliu's* Odyssey continues.

—Story by LT R.L. Simeral

New experiences for the newly commissioned Peleliu *come one after the other: Admiral Hayward* **(opposite, top)** *at the commissioning ceremony; coming through Gatun Lock* **(opposite, bottom)** *and at-sea flight operations* **(left)**. *Photos by PH3 Kalenthowski, IC2 Dan Swink and PH2 Alan D. Morris.*

The Battle for Peleliu Island



According to General Roy S. Geiger, USMC, the battle for Peleliu was the toughest of the entire Pacific war. From the time the initial wave of Marines hit the beaches on September 15, 1944, until the fury of combat was finally settled, the 1st Marine Division suffered 6,526 casualties; 1,252 were killed in action.

On October 16, a month after the initial assault, the Marines were relieved and the final reduction of Peleliu was assigned to the U.S. Army's 81st Infantry Division. Finally, on Nov. 15, the 81st Division overcame the last enemy resistance and Peleliu was in American hands.

The importance of Peleliu is a matter for speculation now but history records that nine days after the assault phase was declared complete, General MacArthur invaded Leyte. His flank had been secured and the Pacific war entered a new and decisive phase.

A 1944 photograph of a Marine ready to go into action during the Battle for Peleliu.



Preserving America's Oldest Warship

United States Frigate *Constellation* glided across the Patapsco River last July, looking as if it were only recently built. To many watching from the pier at Harborplace in Baltimore, the ship's condition must have seemed the result of a minor miracle.

Returning to its berth from an eight-month stay in Bethlehem Steel's Fort McHenry drydock, the 183-year-old frigate had received $1.5 million worth of repairs—most of them below the waterline. This latest overhaul was only another episode in a preservation effort spanning 25 years.

Since 1955, the struggle to keep the "Yankee Racehorse" afloat has fallen upon the citizens of Maryland, especially Baltimore. And there were times when America's oldest warship—launched on September 7, 1797—stood on the brink of destruction, without enough funds to take care of its rotting, neglected frame.

How is it that this star in our naval war against France (1798-1801), which met and defeated two strong enemy ships in that conflict, was allowed to fall into such a state? No blame can be leveled to any particular source. It's just that time and a healthy dose of neglect took their toll on the fiber and spirit of U.S.F. *Constellation*, ultimately doing more damage than any French broadside.

To history, it's a major miracle that *Constellation* has survived; most old warships do not. There are only a handful of exceptions to the rule that naval ships never survive after outliving their practical use. Even if a vessel is the last of its kind, which makes it the nautical equivalent of a rare document, it usually meets an ignoble fate: scrapped, sold or sunk.

Constellation, however, was lucky because its fate mattered to enough people—people who made a difference. For the Yankee Racehorse, a ship never beaten in battle, that difference meant life and not death.

Although the frigate's spectacular victories over the French men-of-war *L'Insurgente* and *La Vengeance* are its most famous achievements, it was still active more than a century after the Napoleonic Wars had ended.

Over the course of 158 years, *Constellation* fought against the French, the Barbary pirates, battled the British in the War of 1812, protected American lives during the Opium Wars, safeguarded Union commerce from Confederate raiders, captured slave ships, brought relief supplies to a



Left: *It's 1904 and ice clogs New York Navy Yard where* Constellation *awaits better days.* **Right:** *By 1947,* Constellation*'s condition is so pitiful that some feel it's beyond repair; the suggestion is that it be towed out to sea and sunk.*

U.S.F. Constellation

starving Ireland, and served as relief flagship of the Atlantic Fleet during World War II.

If accomplishments were the only thing needed to keep an old ship above water, *Constellation* would no doubt be flying in the clouds. Instead, the Yankee Racehorse was ready for some naval version of the glue factory when it was officially retired from service.

August 15, 1955: United States Ship *Constellation* is stricken from the Navy List and transferred the same day to the Star Spangled Banner Flaghouse Association. A non-profit organization made up of private citizens—mostly from Baltimore and the surrounding area—took custody of the leaking vessel with the intention of restoring it. But the more immediate concern was to keep it afloat. The Flaghouse Association was the miracle on which *Constellation's* survival would have to depend.

Transported from Boston to Baltimore in a U.S. Navy floating drydock, the old warship was in terrible shape. Its masts and bowsprit had been removed, and it was kept in one piece by thick cables that ran fore and aft; makeshift braces flourished on the lower decks.

The old frigate was moved around from one pier to another in Baltimore until it came to rest at Colgate Creek in 1956. The hull leaked so badly at this point that a city fireboat had to pump the ship every two days just to make sure it didn't disappear at its moorings. Eventually, constant pumping would be needed before its below-waterline condition improved.

In 1956, the Flaghouse Association took its first step to save the ship. It spent $10,000 in an effort to halt the slow process of deterioration. The frigate's main deck was covered with layers of marine plywood and was sealed with roofing paper and tar to keep out the weather.

One year later, *Constellation* received its first paid visitors, and a fund-raising drive began. During that summer, a fire broke out on the pier next to *Constellation* and nearly destroyed the ship. Constant hosing by the fire department was the only thing that saved it from burning.

But no fire department could save the first fund-raising drive, however, which turned out to be a definite loss. Although $40,000 was contributed, operational expenses for the drive came to about $54,000.

Later attempts were more successful, and by 1964 enough money had been gathered to give the ship its first major overhaul. Most of the repair work was done above the waterline, and included rebuilding the fore and mizzen masts, plus installation of a new mainmast. *Constellation* stopped looking like a hulk and began to resemble the 36-gun man-of-war that had been in action so long ago.

During the next 15 years, various repairs and additions were made. In 1971, *Constellation* spent three days in drydock having its hull painted. Four years later, a 1400-pound crosspiece was reproduced to go along with the frigate's four-ton anchor. Twenty-two replica guns and gun mounts were fashioned for the ship, completed in time for America's Bicentennial; *Constellation* was named official flagship for that year-long event.

Most of the 26 guns positioned on the second deck are fiberglass replicas, but two are genuine 18-pounders. One is dated 1798; the other's forging date is obscured, but it bears a twin-like resemblance to the 1798 piece. Another gun positioned on the main deck is a 24-pounder carronade. They are believed to have been a part of the ship's 1802 armament.

Two years ago, the mainmast was replaced again. This time, a 12½-ton length of Douglas fir was used that apparently started its life in 1785. That



Left: *Vice Adm. Ingersoll, CinClantFlt, and Rear Adm. Hustvedt walk the Yankee Racehorse's decks during its World War II flagship days.* **Right:** *A rare view of* Constellation *out of water during its recent $1.5 million overhaul in Baltimore.*



U.S.F. Constellation











would make the mainmast 12 years older than the rest of the ship!

Constellation's most recent round in its fight against deterioration was called decidedly in its favor. The State of Maryland spent more than a million dollars on below-the-waterline overhaul. There is now little doubt in anyone's mind that the Yankee Racehorse will stay afloat.

As a tug gently coaxed the old warship across Baltimore's Inner Harbor, a group of invited guests strolled back and forth on the main deck, enjoying the short ride on a sunlit day. One of the guests was Lieutenant Commander Hugh Benet Jr., USNR, (Ret.), *Constellation's* curator. Standing next to the mizzenmast, he talked about the ship he knows and loves.

"The *Constellation* is one of the rarest things in this world, especially from the viewpoint of a military historian. You can actually go aboard and look at the environment you've read about. You can see how and why certain things had to be done because you've got the physical structure right in front of your eyes."

The warship is more than a symbol; its substance is that of a three-dimensional document of 18th century shipbuilding. Such documents are rare. Between the *Constellation* and *Constitution* of 1797 and Admiral Dewey's flagship USS *Olympia* (C-6) of 1892, no examples survive of American naval ship construction; at least, none that float.

"You come aboard this vessel," Benet explained, "and see how those top masts and spars can be taken down for battle, you see how the yardarms can be swung this way and that to help steer the ship, you see how the guns can be moved from place to place. And everything on this ship has a purpose. Sometimes you've got to do a little head scratching to figure out what it





Carpenters repaired hull sections with white oak members before Constellation *came out of drydock. With invited guests aboard, America's oldest warship returned to its permanent berth at Harborplace in Baltimore, still afloat after 183 years.*

was, but there's definitely a purpose there."

Although the frigate was built in the 1790s, its War of 1812 plans are used as a benchmark for all repairs and restorations. Besides the historical significance of those times, they are also regarded as one of the finest epochs in Baltimore shipbuilding.

"As much as possible, we try to recreate her from the 1812-era," the curator said, "but we can't do it exactly because of later basic alterations in the construction. There are definitely some things we don't want to fool with—like moving one of the braces back to its original position, because the deck is likely to end up collapsing on top of you."

Despite the warship's many renovations and modifications in terms of materials and structure, Benet estimates the Yankee Racehorse has kept about 30 percent of its original materials—they are made almost entirely of structural members below the waterline, such as the keel and frames.

Herbert Atwell, the ship's superintendent since 1975, oversees all repair/preservation work done on *Constellation*. During this most recent drydock period, he inspected the frigate's live oak members in the hull and found the below-waterline parts in good shape. His findings seemed to justify the prediction made by a Maryland shipbuilder in 1794 when he said the ship's live oak frame ". . . will be perfectly sound half a century hence, and it is very probable that they may continue so for a much longer period." Like 183 years, for instance.

Last January, Leonard Schmidt—paymaster of *Constellation's* permanent crew—stood on a metal catwalk that surrounded the ship's hull, his hand resting on an exposed live oak frame.

"You can see the spots where plugs have been knocked into these ribs to fill in holes made by spikes that were removed some time before," he said. "We'll do the same thing before we put on the new white oak planking. But these original ribs are made from live oak, and if it's a good piece of wood, then I can't drill any farther than two inches into it using a hand drill. The older live oak gets, the stronger it becomes. It's a type of wood that never really dries out or becomes brittle."

Because live oak is such a rare commodity these days, the several sections that ended up being removed were replaced with white oak, which Atwell is confident will last another 50-100 years, depending on how well it's maintained.



White oak isn't all that easy to find either—not in the sizes required for work on a 36-gun frigate. For some reason, most lumber yards don't stock those sizes anymore.

"The length of timber we're using (40 feet) isn't the kind you just go down to the nearest lumber yard and ask for," Atwell said. "We looked all over the country for a sawmill that produced lumber of that nature, and finally found one right in our back yard on the Eastern Shore of Maryland."

While proper materials were rounded up, *Constellation* was carefully towed into Bethlehem Steel's drydock on Nov. 28, 1979; it stayed there for eight months.

The ship was eased into the dock by men pulling on ropes attached to its sides, and the hull was positioned over a row of keel blocks placed on the bottom. Underwater, divers checked the ship's alignment with the blocks. Over a three-day period, water was gradually let out of the drydock, and the ship's keel came to rest on the blocks. Then additional supports were placed under the hull, as well as inside, and the Yankee Racehorse was completely out of water for the first time in eight years.

Ted Baldwin, a representative for Bethlehem Steel, stood on the drydock floor beneath *Constellation's* hull, dwarfed by its curving expanse. "You would think that the collision of two technologies separated by nearly two centuries would cause problems with the repair work," he said.

"But that just isn't the case, because we're working with a well-known substance—wood. Even though we're working on a historical monument that was built in a different age, the men chosen for this project have no rare qualifications; it's the same type of work they've been doing most of their lives."

In the shipyard, employees of Bethlehem did all the preservation work on the hull, while *Constellation's* crew improved things elsewhere. Their efforts included replacement of wood decking around the main hatch and installation of a brand-new bowsprit.

An average of 12 company employees worked on the old warship at any given time. While all were skilled in the carpenter's trade, at least one of them was heard to shout: "What *I* can't figure out is how the hell they built this ship in the first place—it's beyond me!"

In the hull repair process, the first step was removal of bad outer planks, a long and tedious chore. It meant pulling out all the spikes that attached planking to the inner rib sections (futtocks). With an average of 84 spikes per plank, there was a whole lotta pullin' goin' on.

Secondly, futtocks were checked for rot; several five-foot sections were re-

placed with white oak. Then everything was doused with preservative before putting the new planking on. And that required more than a thousand new copper spikes—hand-wrought in one of the company's metal shops.

When all new planking had been installed, the seams were caulked. In an age of steel or fiberglass hulls, the demand for wooden ship caulkers isn't what it used to be. Bethlehem didn't have any on hand.

Herb Atwell is convinced the money was used where it was most needed:

"We had to subcontract four caulkers from a local firm," Baldwin said, shouting above the noise of a steam pump. "These fellows were between 60 and 80 years old—people who've caulked wooden boats most of their lives. They generally work on smaller boats but they haven't in many, many years worked on a ship the size of *Constellation* (164' long and 40' wide) because they just aren't around anymore."

The art of ship caulking is nearly a lost one. Seams between planks are partially filled with a primary layer of cotton fiber. Then a second layer of oakum (hemp fiber treated with oil) is driven in, leaving about a half-inch indentation from the hull's outer surface.

When new wood swells with water, the caulking is squeezed and expands so that it comes even with the rest of the hull; it makes the ship watertight.

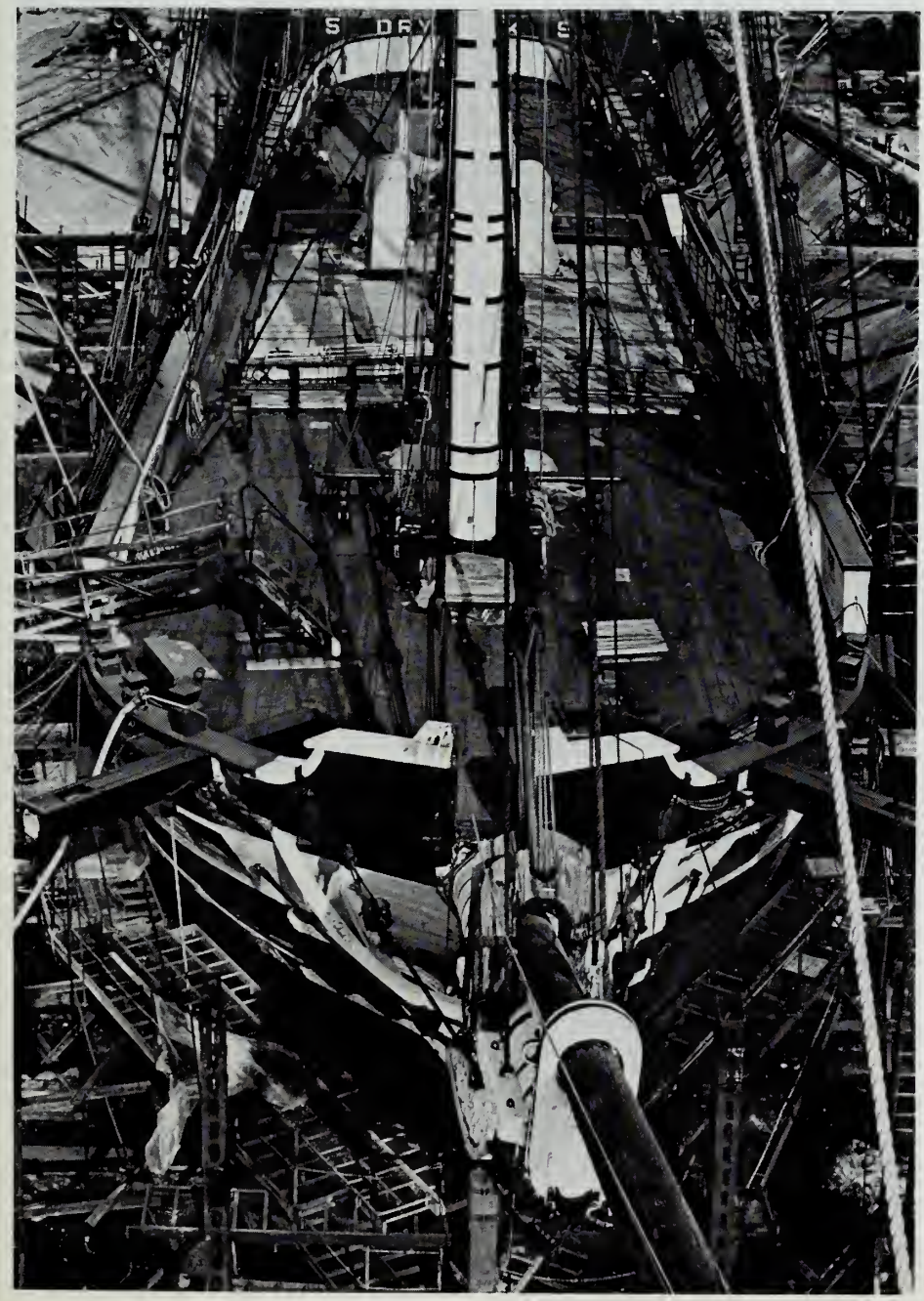
Many of the new white oak planks had to be bent to conform with *Constellation*'s shape. In some cases, a plank would both twist and turn at the same time. It got to be very complex work—especially when it came to replacing part of the stern; they had to do some double-bending with sections that were only six to eight feet long.

All this twisting and turning was done with the aid of a device known as a steambox, on loan from the U.S.S. *Constitution* (IX-21). The long, square, metal device produces an abundance of steam which makes any plank that's been inserted more pliable. The steam-treated wood is taken out, placed on a metal template, bent to specifications and held in place by metal pegs. After it "sets up" in that position, it's taken off the template and spiked onto the ship's frame. Quickly. Planks won't hold those bends forever without the aid of spikes.

Despite a few minor problems, work on the frigate progressed. Each new item that went into the ship was numbered and catalogued for future identification; the newly-wrought copper spikes were stamped "BSC 1980".

Finally, replanking was finished. Several coats of primer were applied to the hull, then it was painted in traditional colors of red, black and yellow. Water was slowly let back into the drydock, and a revitalized Yankee Racehorse was towed back to Harborplace in July.

Of course, the grand irony is that people visiting the ship won't be able to



Constellation *in the midst of its 1979-80 overhaul.*

appreciate (at least visually) the $1.5 million worth of repair work that's been accomplished. Almost all of it lies underwater.

"You know, we could have done a tremendous cosmetic job on the ship with the money that was granted to us by the State of Maryland," he said. "But how much would that have helped if the ship ended up sinking because the hull finally rotted through? It doesn't make any sense for a ship to look beautiful if it can't be stopped from sinking first." The ship's superintendent sat in an office with the late afternoon sun streaking through Venetian blinds, casting striped shadows across his face. He held a copper spike between calloused fingers; it was made in the Washington Navy Yard and stamped "1870".



"It's very important that we keep the *Constellation* floating. First of all, she's better off staying in her natural element instead of being propped up on shore somewhere. The *water* is the proper place for this ship—especially for a ship that's nearly 200 years old. The fact that it's even able to float after all it's been through is extraordinary."

Atwell quietly placed the 110-year-old spike on the table before him and stared at its tarnished, scarred surface. "We say leave her in the water and spend what we need to keep it that way."

At Harborplace in Baltimore, the extraordinary frigate *Constellation* remains afloat, quietly defying old age and counting its lucky stars.

—Story and photos by JO2 P.M. Callaghan



Above: *Ship's Superintendent Atwell relaxes after a full day of preservation work on* Constellation. **Left:** *Carpenters remove rotten hull sections and replace them with new white oak planking.*

Mutual Aid Association Extends Membership

Since early this year, career enlisted members of the Navy, Marine Corps and Coast Guard have been able to join the ranks of officers who benefit from membership in the Navy Mutual Aid Association. In a September 23 ceremony at the Navy Annex in Washington, D.C., Admiral Thomas B. Hayward, Chief of Naval Operations and President of NMAA, officially presented the first enlisted membership certificate to Master Chief Petty Officer of the Navy Thomas S. Crow.

What this means is that after 100 years of exclusive officer membership, the Association has opened its doors to sea service members in pay grades E-7 to E-9, or with a minimum of 10 years active service. Officers and CPOs in the Naval Reserve also have been added to the eligibility roles.

By expanding its membership, Navy Mutual Aid hopes to better satisfy the needs of families by making its low cost insurance benefits and personal services more accessible.

Those low-cost benefits have just been raised from $19,000 to $20,000. This is the 18th increase in benefits—without accompanying increases in premium payments—since 1954. Navy Mutual plans to continue this policy.

Prompt and efficient settlement of membership benefits is guaranteed, along with immediate help in settling commercial insurance claims and government benefits. Other services offered by NMAA deal with document safekeeping, financial planning and beneficiary claims.

The VIP (Very Important Papers) Service allows members to organize and file personal documents at Association offices until such time when these papers are needed.

Since September 1979, NMAA has had a financial planning service which already has helped more than 2,000 families. This service helps establish and maintain an up-to-date financial security plan for sea service families through a computer-generated personalized planning statement.

Low cost to members is one of Navy Mutual Aid's chief concerns. As a tax exempt, non-profit association, every cent earned above minimal operating costs is returned to members in the form of increased benefits.

Additionally, the Association holds briefings in the field when requested by commanding officers on the subjects of financial planning and survivor benefits. Last year, counseling groups made presentations to more than 7,000 officers and enlisted personnel.

NMAA's assets increased by a record amount of $19.5 million last year to a total of $260.1 million. At present, the Association has more than $1 billion worth of insurance benefits in force.



Master Chief Petty Officer of the Navy Thomas S. Crow cuts a ribbon in the Navy Mutual Aid Association's Washington office to mark NMAA's membership extension to career enlisted persons. Master Chief Crow was the first to join. Flanking him are Senior Chief Yeoman F. Love of the Coast Guard and Master Sergeant J.L. Crivello of the Marine Corps. Watching the event is NMAA President, Admiral Thomas B. Hayward.

Back to the Beginning

A welcome, mingled with cheers and tears, was in store for the crew of the USS *Groton* (SSN 694) as it made its way up the Thames River in October, past the city for which it was named, Groton, Conn. It had been 188 days since the rain-threatening cold and foggy morning of April 4 when it had steamed seaward, past the New England city of its birth.

The anxiety of the 120 officers and men on board was surmounted only by the excitement and emotion of the dependents who had gathered on the pier a few miles upstream at the Naval Submarine Base New London.

This homecoming wasn't typical for a submarine back from a routine deployment. The *Groton* had circled the world; it had operated for the past six months as a unit of both the Pacific and Atlantic Fleets.

This is the second Los Angeles-class submarine to complete such an exercise. On August 24 the USS *Baton Rouge* (SSN 689) returned to its home in Norfolk after circumnavigating the globe. The first submarine to make that trip was the USS *Triton* (SSN 586) which had sailed around the world sub-

The USS Groton *is guided up the Thames River to her home at the Naval Submarine Base New London. Pierside, waiting families burst with excitement as it comes into view.*




694
SO GLAD
YOU'RE HOME
DADDY





Groton Homecoming





merged, on its shakedown cruise.

According to the *Groton's* skipper, Commander George Emery, the crew was in no way disappointed at being another submarine to accomplish such a feat. "We're very proud of our sister ship and are honored to have followed in her wake in the accomplishment of such a deployment."

Emery hailed the superb performance of his crew during the cruise on which they spent 79 per cent of the time submerged. "We had very high morale which is something that really helps get the job done successfully," he said. "Things did begin to drag a bit for all of us when we were about halfway home. You start getting anxious. But our spirits were always motivated by the knowledge that we were in the process of going around the world."

Groton's crew did get some relief during the six months—when they stopped at Perth, Australia, for rest and liberty. "In my 18 years in the Navy I never saw anything like the hospitality that was extended to us there," Emery said. "They have this program called dial-a-sailor and it's incredible. The local people called up the ship and invited us to things like home cooked meals or a ride through the country. We even had several sailors spend a few days on a sheep farm."

"It was almost too much to believe," Electronics Technician Second Class Mark Lindquist added. "We had more calls for sailors than we could possibly fill."

But Perth's hospitality and the Pacific Fleet were left behind as the *Groton* returned to her home waters of the Atlantic by way of the Panama Canal.









Once the Groton *is berthed an anxious crew is welcomed to a homecoming reunion full of enough kisses, hugs and smiles to comfort any seafaring sailor.*

It usually takes a sailor a whole career to experience all the celebrated maritime accomplishments that the *Groton's* crew acquired on this deployment. Along with circling the globe and their passage through the canal, the *Groton* also crossed the international dateline and the equator.

But the ceremonies that traditionally celebrate these events were insignificant compared to their homecoming at pier 32 at their homeport. The tears and waving hands, though just as plentiful as they had been 188 days earlier, were now accompanied by broad smiles. The day's weather was agreeable—again cool and windy, but accompanied by sunshine.

The overall feeling of every participant of this reunion was best characterized by Jason Davis, the son of Senior Chief Machinist's Mate (SS) Rob Davis. Proudly wearing an old khaki chief's hat, the young lad tugged at his father's trousers in an effort to interrupt a seemingly endless kiss being exchanged with mom. When he finally had his father's eye, Jason said, "I hope you aren't going away on any more trips for a while, Dad. I sure missed you."

Thirty minutes later the only homecoming reminders left on pier 32 were a few cake crumbs and a sign: "So Glad *Groton's* Home."

—Story and photos by PH1 Jim Preston



SA Mary Cobb

She Changed her Wardrobe



When Seaman Apprentice Mary Cobb suits up for work she joins a group of Navy men and women whose lives depend on heavy fashion. Rubber head gear, boots and mittens, cast iron helmets and air tanks are all part of her wardrobe. Cobb is the only female diver assigned to the repair ship USS *Vulcan* (AR5), based in Norfolk.

At five-foot-five and weighing 132 pounds, Cobb seems an unlikely candidate for the rigorous duties of a Navy diver. But she proved she could do the job by becoming the only female graduate in her class at the Naval Submarine Training Center Pacific in Pearl Harbor, Hawaii.

"There were three other women in my class," recalled Cobb. "Two of them dropped out of training within the first two weeks and the last one dropped around the third week.











"I was the only female to graduate in a class of 22 students," she said.

Cobb wanted to be a surveyor's aide in the Seabees when she joined the Navy, but the rating was closed at that time. She heard about the Navy diving program in boot camp and decided it was what she wanted.

"I wanted to work outside," she said. "I knew I couldn't work behind a desk, and when I heard about diving it sounded interesting and it was something I've always wanted to try."

Cobb said adjusting to shipboard life was easy once the publicity of being a female assigned to the first Navy ship to deploy women on a Mediterranean cruise wore off.

According to her fellow divers aboard *Vulcan,* Cobb handles her duties well. "She's willing to work without complaining," said Hull Technician Second Class/Diver George Skelding. "We don't treat her like a little sister. We look out for her as much as for anyone else in the shop."

"The Navy's been a good experience," said Cobb. "I'm looking forward to going on the next cruise which is to the North Atlantic."

—Story and photos by PH1 Ron Boyles

Seaman Apprentice Mary Cobb is the only female diver aboard the repair ship USS Vulcan. *She doesn't believe there is anything special about her role as a diver, she just enjoys the work. Tending a line for another diver, adjusting an MK-1 diving mask or stepping off the* Vulcan's *diving boat for a training dive are all "part of the job" for the young Navy diver.*

Currents

Trident Base for Kings Bay

The Navy announced recently that it had reached a final decision to locate the Trident Atlantic Coast Strategic Submarine Base in Kings Bay, Ga. The announcement ends detailed studies and analyses of many locations once considered. This East Coast strategic submarine base will be the complement of the Trident Submarine Base at Bangor, Wash. The Bangor base is scheduled to become operational next year. The Kings Bay base will fulfill the important strategic need of a facility on the East Coast to support a squadron of new *Trident* submarines armed with *Trident I* or follow-on missiles. The East Coast base will provide maintenance and logistic support to the submarines and serve as the homeport and training site for the crews.

E-8/E-9 Advancement Exam Eliminated

The annual E-8/E-9 advancement in rating exams will no longer be conducted. Effective immediately all active and inactive E-8/E-9 candidates who meet the requirements of three years in rate and have satisfactorily completed military requirements for senior and master chief petty officer (NAVTRA 91209) are eligible for selection board consideration. In accordance with procedures outlined in NAVOP 180-80, commands must submit the purple answer sheet (NETPDC Form 1430/2) for each candidate recommended for this year's board. Since this year's E-8/E-9 exams already have arrived at many commands, those commands should destroy all E-8/E-9 exams in accordance with BUPERINST 1430.16A (manual of advancement).

Spring Flowers Unlikely for Some Sailors

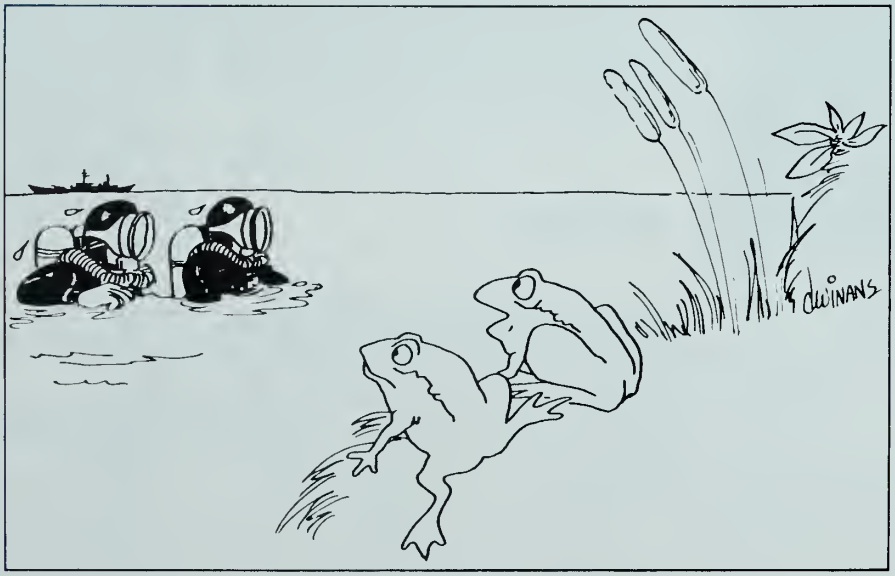
It's spring again—in Antarctica. Deployment of the main body of National Science Foundation Researchers to the continent at the bottom of the world is under way. As the summer build up of scientists and support personnel gets underway, the American population "on the ice" is expected to surpass the 400 mark. Summer for Navy personnel in Antarctica doesn't promise the kind of heat America's heartland sweltered under in recent months. For example, at the main station at McMurdo Sound, weather reports during the first week in October included strong winds, temperatures between plus 13 degrees and minus 38 degrees, and several storms. Meanwhile at the pole, three days of continuous winds, coupled with a mean temperature of minus 72 degrees, produced a wind chill factor of minus 154 degrees. A multitude of scientific experiments are conducted in Antarctica each year. Many continue during the long, cold, dark winter, but a great many more are conducted primarily during summer months when it is easier to move around the continent. Experiements being conducted include geological surveys, studies of animal, fish and plant life in the region, weather research and medical investigations.

Enlisted Commissioning Program

The Enlisted Commissioning Program allows enlisted personnel with previous college credit to complete requirements for baccalaureate degrees in 24 months and subsequently earn regular Navy commissions. Participants receive full pay and allowances while enrolled in Naval Reserve Officer Training Corps (NROTC) host universities, but will be required to finance their own education. Participants must be at least 22 but not older than 31 years of age and have 4 to 11 years of service. OPNAV Notice 1530 of Sept. 13, 1980 provides details of specific program requirements and application procedures. Applications should be completed and submitted prior to Feb. 15, 1981 as detailed in the OPNAV notice.

CNO Addresses Compensation Changes

In recent meetings with officers and enlisted personnel at the Seabee Center in Gulfport, Miss., and with naval personnel in the Seattle area, the Chief of Naval Operations addressed the newly implemented compensation changes. Concerning these initiatives, Admiral Hayward stated: "Efforts by the leadership of the Department of Defense and the support of Congress culminated on Oct. 1 in the most significant military compensation improvements in many years. Over the past two years, I have had opportunities to visit extensively with our men and women afloat and ashore and to observe their outstanding performance under a variety of conditions. I believe these compensation changes are not only well deserved but also will do much to alleviate the financial hardships many of our people have faced, and I hope they will now be able to focus on the many attractions to remaining a member of our Navy family. While the financial aspect of these changes is important, I believe of equal importance is the positive evidence they provide that the Congress and the public recognize and appreciate the superb job our people are doing under the most demanding of circumstances."



"Those are frogmen. If you let a princess kiss you, you turn into one."

Mail Buoy

Classification Error

SIR: Your Naval Air's Evolution article in the May 1980 issue of All Hands classified the Grumman Avenger as a TBM. This classification is erroneous as the TBM was manufactured by General Motors as identified by the letter M. The correct classification for the Grumman Avenger is TBF, the F identifying Grumman as the manufacturer as in other aircraft of Grumman manufacture cited in the article, i.e., F4F Wildcat and F6F Hellcat.—James P. Murray

• *"U.S. Naval Aviation 1910-1960" lists the TBF as being built by Grumman and later models of the aircraft being designated as TBMs.*—ED.

Choosing Sides

SIR: I noticed in your June 1980 issue in "Stern Shots" that you have the access man on the wrong side of the water tight door. He should be opposite the hinge side. If the door had been under pressure or there had been an explosion, the access man would have been injured or killed!—HT3 S.D. Johnston

• *You're absolutely correct. Trouble with a magazine's staff, like that of most publications, is that we're hardly experts in any given field. Result is some boners—like this one dealing with the water tight door.*—ED.

Pat on the Back

SIR: I read with pleasure the outstanding coverage of the Navy Recruiting Command's Hispanic Demonstration Project and the visit of USS *Valdez* (FF 1096) to Houston, Texas in All Hands.

All Hands, as well as your other NIRA media, contribute to the Navy's goal of retaining quality people and, in turn, make our jobs easier.

On behalf of all Navy recruiters, we thank you for continued, strong support. Your efforts are indeed appreciated.—Rear Admiral F.H. Miller, COMNAVCRUITCOM

Man With A Mission

SIR: All Hands ran an excellent article on a P-3 Orion Flight Engineer in its April issue. It was enlightening to read that selection boards have been advised to consider the professional performance of a flight engineer in determination for advancement.

I am one of the few Selected Reservists to hold such a qualification. It has always been difficult to maintain, on a part-time basis, the necessary proficiency shown by our active duty counterparts. The hard work, coupled with selection board passover, has led many individuals to drop out of the program.

The Navy, in general, other than the VP community, has not been made aware of the responsibility and dedication needed to fill this position. Now, thanks to the informative story of a "Man With A Mission," individual career objectives in terms of advancement may be enhanced.—AMSC Joseph A. Celano.

Photo Credit

SIR: Because it has been one of my goals to have one of my photographs published in your magazine, you can understand how upset I was when I saw one of my better photographs on page 37 of your May issue without a photo credit. Although I am disappointed, I will continue to shoot in hopes of making your front cover in a future issue.—PHAN David G. Rigg.

• *We certainly did not mean to run the photo without crediting you; there was no credit line on the print we received.*—ED.

Signatures

SIR: I noted in your article "On to Tokyo" July 1980 issue, page 32, that the caption contains an error. It states that Flt. Adm. Nimitz and Gen. MacArthur signed on behalf of the United States. It is a fact that Flt. Adm Nimitz signed for the United States and Gen. MacArthur signed for the Allied Forces.—YN2 Debbie Thorne

• *You're right. Flt. Adm. Nimitz and not Gen. MacArthur signed for the United States.*—ED.

Navy Buffers

SIR: I enjoyed your Navy Buff feature for July but something went amiss. Regarding your white flag incident at Island No. 10, I think you refer to Maj. Gen. John Pope, later the loser at the Second Battle of Bull Run.—Ira Gunning

• *No matter how you slice it, we meant Union General John Pope, not Alexander Pope.*—ED.

SIR: In the July All Hands, a Navy Buff item says the attack on Derne, Tripoli, in 1805 was led by an ex-Army captain. In fact, the leader of the attack was Lt. Presley O'Bannon of the Marine Corps.—2nd. Lt. T.L. Walsh III

• *We regret that we didn't properly credit O'Bannon for his part in the attack.*—ED.

SIR: Concerning Liberty Ships in Navy Buff, July 1980 issue, I believe the Liberty Ship total of 2610 may be slightly low. L.A. Sawyer and W.H. Mitchell in their book *Liberty Ships*, state that 2,710 were constructed. As the authors give a short account of each ship, and presumably could have counted the total listed, I have always used this figure of 2,710 as the total.

However, John Gorley Bunker in his book, *Liberty Ships—The Ugly Ducklings of WWII*, wrote, "To the question of how many Liberties were built (the answer) depends on whose tabulations are used." Frederick Lane's *Ships for Victory*, sets the Liberty total at 2,708. The Maritime Commission, in July 1945, said the total was 2,580, not including some military versions still under construction and not yet delivered. The Maritime Commission's official construction report set the total at 2,751. The American Bureau of Shipping, which surveyed all ships for insurance purposes, established the total as 2,742.—Rear Adm. R.A. Bauman, USCG

• *The total used in All Hands (July 1980)—2,610—seems to fall in the area Bunker wrote about: It ". . . depends on whose tabulations are used."*—ED.

Reunions

• USS *Ethan Allen* (SSBN 608)—First reunion, 20th anniversary. Weekend of August 8, 1981. Must make reservations by January 1981. Contact Tom Hill, 258 Shore Ave., Groton, CT 06340.









1980 Marine Corps Marathon

When the cannon sounded, 9,307 runners were off in the fifth annual Marine Corps Marathon in Washington, D.C. on Nov. 2. The runners, from 10 to 79 years old were entered from 47 states and 25 countries.

Michael Hurd of the British Royal Air Force was first to reach the finish with a time of 2:16.55 for the grueling race.

Lieutenant Commander Phil Camp was the top Navy finisher. His time, one and one-half minutes faster than his winning time here last year, placed him in third behind Mike Greehan. It was Greehan's first marathon.

The first woman finisher was Jan Yerkes with a time of 2:39.53. The 23-year-old student placed 159 overall.

—Photos by PH1 Jim Preston

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